

DOMINION OF CANADA

THE DEPARTMENT OF TRADE AND COMMERCE

MINISTER
Hon. J. A. ROBB

DEPUTY MINISTER
F. C. T. O'HARA

REPORT

RELATING TO

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

FOR THE

Fiscal Year ending March 31, 1921, with Traffic Returns, etc., to
December 31, 1921.

This Report is published as a Supplement to the Annual Report of the Deputy Minister

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PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1922

EXPLANATION OF ESTIMATES for the year ending March 31, 1923, as compared with those for the year ending March 31, 1922, with statements of services rendered and expenditures to December 31, 1921, on account of Mail Subsidies and Steamship Subventions.

XVII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

Amount to be voted..... \$1,100,775.66

Page No.	Vote No.		1921-22.	1922-23.
		ATLANTIC OCEAN.	\$ cts.	\$ c
				\$ cts.
5	169	Canada and Newfoundland.....	35,000 00	35,000 00
6	170	Canada, the West Indies and South America.....	340,666 66	340,666 00
10	171	Canada and South Africa.....	146,000 00	146,000 00
		PACIFIC OCEAN.		
13	172	Canada, Australia or New Zealand, or both (Pacific).....	130,509 00	130,509 00
16	173	Prince Rupert and Queen Charlotte Islands.....	21,000 00	21,000 00
17	174	Victoria and San Francisco.....	3,000 00	3,000 00
19	175	Victoria, Vancouver and Skagway.....	25,000 00	25,000 00
20	176	Victoria and West Coast Vancouver Island.....	15,000 00	15,000 00
22	177	Vancouver and Northern ports of British Columbia.....	24,800 00	24,800 00
24	178	Vancouver and ports on Howe Sound.....	5,000 00	5,000 00
		LOCAL SERVICES.		
27	179	Baddeck and Iona.....	8,825 00	9,000 00
28	180	Charlottetown, Pictou and/or New Glasgow.....	2,000 00	2,000 00
29	181	Charlottetown, Victoria and Holliday's Wharf.....	3,500 00	3,500 00
30	182	Grand Manan and the mainland.....	15,000 00	15,000 00
31	183	Halifax, Canso and Guysboro.....	7,000 00	7,000 00
33	184	Halifax and La Have River.....	6,000 00	6,000 00
34	185	Halifax and Newfoundland <i>via</i> Cape Breton ports.....	5,000 00	5,000 00
36	186	Halifax and Spry Bay.....	6,000 00	6,000 00
38	200	Halifax, South Cape Breton and Bras d'Or Lakes.....	6,000 00	6,000 00
39	201	Halifax and West Coast Cape Breton.....	6,000 00	6,000 00
	187	Mainland and Island of Miscou and Shippegan.....		3,300 00
41	188	Mulgrave and Canso.....	13,500 00	13,500 00
42	189	Mulgrave and Guysboro.....	7,500 00	7,500 00
44	190	Newcastle, Neguac and Escuminac, Miramichi River and Bay.....	4,000 00	5,000 00
45	191	Pelee Island and the Mainland.....	8,000 00	11,000 00
48	192	Mulgrave, Arichat and Petit de Grat.....	10,000 00	10,000 00
49	193	Pictou, Montague, Murray Harbour and Georgetown.....	6,000 00	6,000 00
50	194	Pictou, Mulgrave and Cheticamp.....	7,500 00	7,500 00
52	195	Pictou, New Glasgow and Antigonish County.....	1,500 00	1,500 00
53	196	Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain.....	6,500 00	6,500 00
54	197	Pictou, Souris and the Magdalen Islands.....	24,000 00	24,000 00
56	198	Quebec, Natashquan and Harrington.....	50,000 00	85,000 00
57	199	Quebec, Montreal and Paspebiac.....	30,000 00	30,000 00
	202	St. Catherine's Bay and Tadoussac.....		2,000 90
59	203	St. John and St. Andrew's, N.B.....	4,000 00	4,000 00
60	204	St. John and Bridgetown.....	2,000 00	1,500 00
61	205	St. John and Digby.....	10,000 00	15,000 00
63	206	St. John, Digby, Annapolis and Granville.....	2,000 00	2,000 00
64	207	St. John, Bay of Fundy and Minas Basin.....	8,000 00	8,000 00
66	208	St. John, Westport and Yarmouth.....	10,000 00	10,000 00
	209	St. Stephen, Deer Island and Campobello.....	2,000 00	2,000 00
67	210	Sydney and Bay St. Lawrence.....	9,000 00	9,000 00
69	211	Sydney and Whycocomagh.....	4,000 00	7,000 00
70	212	Sydney, Bras d'Or Lake ports and East and West Coast of Cape Breton.....	14,000 00	14,000 00
72	213	Expenses of supervision.....	4,000 00	4,000 00
		Other appropriations for 1921-22, not required for 1922-23.....	2,000 00	
			1,050,800 66	1,100,775 66

ATLANTIC OCEAN SERVICES

CANADA AND NEWFOUNDLAND

Contract No. 60.

T. & C. File No. 27541.

Vote 169.—Canada and Newfoundland.—Steam service or services between—

1921-22.....	\$ 35,000
1922-23.....	35,000

Contractors.—Reid Newfoundland Company, Ltd., of St. John's, Nfld.

Contract Dated.—April 1, 1921.—Duration of Contract.—April 1, 1921, to March 31, 1922.

Service.—Three complete round trips each week between North Sydney and Port aux Basques.

Should Port aux Basques or North Sydney be blocked with ice at any time, the service may during such period, at the option of the Contractors, be performed to Placentia or Argentia, Nfld., and Louisburg, N.S., respectively.

Ports of Call.—North Sydney (or Louisburg), N.S., and Port aux Basques (or Argentia or Placentia), Nfld.

Speed required.—Not stated.

Subsidy.—At the rate of \$35,000 per annum, payable quarterly, on June 30, September 30, December 31, and March 31.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Government Wharves.—Steamers are required to call at Government wharves whenever possible.

DISTANCES

	Miles
North Sydney to Port aux Basques.....	101
Louisburg to Placentia.....	250
North Sydney to St. John's.....	300

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							c.ft.		Kts			
Kyle.....	220	32.3	18.3	548	1,055	.....	68	160	.....	Nil.	263	12	Newcastle..	1913	Steel.
Sagona.....	175	28.3	20.3	420	808	327	40	77	Nil.	136	11	Dundee.....	1914	Steel.
Meigle.....	220	30	15	427	836	162	Glasgow....	1881	Iron.

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TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Passengers Carried.		Tons Freight Carried	Live Stock.	Mails.		Subsidy Paid.
		First Class.	Second Class.			Sealed Bags.	Tied Sacks.	
								\$ cts.
1913.....	275	7,620	11,488	22,125	1,996	3,498	21,374	58,829 36
1914.....	289	6,267	8,925	22,035	735	3,462	23,365	64,683 02
1915.....	216½	5,373	9,160	24,087	539	2,654	17,154	48,418 06
1916.....	284	7,056	13,596	32,635	1,729	3,309	22,739	63,625 58
1917.....	270	7,894	12,441	41,209	16685	2,921	22,438	55,382 80
1918.....	255½	10,185	8,421	27,646	3,924	3,300	20,983	57,140 02
1919.....	254½	13,430	7,223	17,710	5,363	2,960	22,796	55,808 18
1920.....	159	9,550	7,862	26,534	1,809	1,698	17,969	27,731 36
1921.....		In 3,169	2,379	21,082	940	825	10,450	
		Out 3,586	1,852	1,460	203	843	6,340	29,435 19
Total.....		6,755	4,231	22,542	1,143	1,668	16,790	

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

(Including Live Stock.)

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Tons weight.	Tons measure- ment.	Value.	Tons weight.	Tons measure- ment.	Value.	Tons weight.	Tons measure- ment.	Value.
			\$			\$			\$
1913.....	17,372	Nil.	981,369	3,694	Nil.	288,222	21,066	Nil.	1,269,591
1914.....	13,286	Nil.	858,605	7,651	Nil.	587,196	20,937	Nil.	1,445,801
1915.....	16,510	Nil.	1,108,876	6,491	Nil.	643,885	23,001	Nil.	1,752,761
1916.....	16,692	Nil.	1,559,228	9,534	Nil.	1,280,032	26,226	Nil.	2,839,260
1917.....	26,838	Nil.	4,165,668	13,192	Nil.	2,585,724	40,030	Nil.	6,751,392
1918.....	15,626	Nil.	2,392,697	7,081	Nil.	2,182,497	22,707	Nil.	4,575,194
1919.....	12,669	Nil.	1,911,162	2,408	Nil.	395,107	15,077	Nil.	2,806,269
1920.....	20,852	Nil.	2,205,070	3,655	Nil.	1,283,694	24,507	Nil.	3,488,764
1921.....	19,151	Nil.	1,034,710	1,931	Nil.	512,862	21,082	Nil.	1,547,572

PRINCIPAL ARTICLES EXPORTED

Of Canadian Origin.—Flour, oats, hay, bran, feed, potatoes, live stock, beef, pork, fresh meal, condensed milk, machinery, lard, yeast cake, pig iron, roofing and cement.

Of United States Origin.—Flour, meal, oats, dried fruit, pork, beef, leather, oil, organs, soap, beans, rice, roofing, tobacco, sugar and machinery.

CANADA, THE WEST INDIES AND SOUTH AMERICA

Contract No. 9.

T. & C. File No. 26145.

Vote 170.—Canada and the West Indies or South America, or both, steam service between—

1921-22.....	\$ 340,666 66
1922-23.....	340,666 66

Contractors.—The Royal Mail Steam Packet Company, of London, England, (Canadian representative: John Allsop, St. Paul Building, Halifax, N.S.) (Freight and passenger agents: Pickford and Black, Halifax, N.S.)

SESSIONAL PAPER No. 10a

Contract Dated.—September 12, 1919.—*Duration of Contract.*—November 1, 1919, to October 31, 1920. (This has been continued by Orders in Council until March 31, 1922.)

Service and Ports of Call.—Commencing from St. John, N.B., sailing thence to Halifax, N.S., and sailing thence to Georgetown, British Guiana, every fourteen days:—

Calling at the following islands: Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, and Trinidad, and returning from Georgetown to St. John, calling at all the aforesaid islands, in reversed order.

This itinerary may be subject to any change which may be mutually agreed upon between the minister and the contractors.

Speed required.—11 knots.

Subsidy.—£70,000 (\$340,666.66) per annum, based on payments of £2,692 6s. 2d. (\$13,102.56) for each complete round voyage, payable on the last day of each month.

Canadian Trade Commissioners.—To be carried free.

Mails.—To be carried free.

Government Railway Clause.—Included.

Freight charges from St. John to Halifax.—The contractors are required, at their own expense, when so required by consignors, to pay the freight charges by rail from St. John to Halifax on butter, cheese, and fruit intended for shipment by the contractors' steamships.

Delay at Ports.—The contractors must make every reasonable effort to avoid undue delay at Canadian or West Indian ports.

Development of Trade.—The contractors must use their utmost endeavour to develop the cargo and passenger trade between Canada and the British West Indies by means of reasonable advertising and regular solicitation through agents.

Through rates of Freight.—The contractors must use their best endeavours to arrange through rates of freight between inland points in Canada and the various ports of call referred to in this contract in the British West Indies and Central and South America.

Transfer by connecting lines.—As the design of this agreement is to give regular fortnightly communication both ways to all the ports previously mentioned, arrangements must be made for the transport of freight and passengers on all voyages south bound and north bound by transfer to the lines of the contractors' steamers conducting the insular service from and to Trinidad, and at the rates obtaining for the direct service.

No discrimination.—No discrimination of any kind as regards freight and passenger rates may be made in favour of any merchant, shipper or importer in any one of the British colonies referred to herein, as against any other merchant shipper or importer in the same colony.

Through Bills of Lading.—Through bills of lading must be issued from any Canadian point of shipment to any port in Central or South America, which is a regular port of call for any of the steamships employed or controlled by the contractors on other services, and which make regular connections with the service herein contracted for.

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DISTANCES.

	Miles.
St. John to Halifax.....	288
Halifax to Bermuda.....	764
Bermuda to St. Kitts.....	942
St. Kitts to Antigua.....	60
Antigua to Montserrat.....	35
Montserrat to Dominica.....	97
Dominica to St. Lucia.....	81
St. Lucia to St. Vincent.....	59
St. Vincent to Barbados.....	96
Barbados to Grenada.....	147
Grenada to Trinidad.....	96
Trinidad to Demerara.....	374
	<u>3,039</u>

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							c.ft.		Kts			
Chignecto...	400.5	47.2	31.1	2,999	4,744	5,567	41	60	90	4988	418	11	Belfast.....	1893	Steel.
Chaleur.....	400.5	47.2	31.1	2,994	4,746	5,574	41	60	90	5288	418	11	Belfast.....	1893	Steel.
Caraquet....	400.5	47.3	31.1	2,975	4,889	5,129	40	72	80	5565	418	11	Belfast.....	1894	Steel.
Chaudière...	370.0	45.9	25.0	2,499	4,019	4,726	50	64	76	900	584	12	Middleboro.	1899	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Measurement.		Lock Bags.	Tied Sacks.	
										\$ cts.
1913.....	28½	887	827	1,016	52,313	70,209	44	144	2,396	131,737 12
1914.....	26	1,080	465	1,742	52,320	90,398	48	705	1,627	330,897 33
1915.....	26	959	786	2,727	78,414	94,781	34	518	3,472	340,666 56
1916.....	26	1,459	461	3,948	100,883	127,631	31	1,690	3,146	340,666 66
1917.....	25	1,253	422	2,256	94,042	99,504	32	3,421	1,970	334,115 38
1918.....	16	1,344	389	1,064	70,691	72,370	86	2,710	1,255	209,640 96
1919.....	26	3,154	1,100	1,871	93,890	110,313	162	2,178	4,092	340,666 56
1920.....	26	3,007	1,045	1,866	69,837	110,921	107	2,522	3,583	340,666 56
1921.....	26	In 1,127 Out 1,025	146 91	718 069	44,580 5,244	18,359 94,215	Nil 91	1,869 1,710	1,553 1,797	340,666 56
Total..		2,152	237	1,387	49,824	112,574	91	3,579	3,350	

From 1907 to Nov. 23, 1913, this service was performed by Messrs. Pickford and Black, of Halifax, N.S.

Two sailings from Canada were made by the Royal Mail Steam Packet Company's steamers in December, 1913. Their traffic returns are included in the figures given above for 1913.

SESSIONAL PAPER No. 10a

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

(Including Live Stock.)

Calendar Year.	From.	Canadian Origin.			United States Origin.			Total.		
		Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
				\$			\$			\$
1913....	St. John..	2,137	13,038	259,381	.....	.....	.....	2,137	13,038	259,381
	Halifax...	5,786	56,819	1,800,169	.....	.....	.....	5,786	56,819	1,800,169
Total..	.....	7,923	69,857	2,059,550	Nil.	Nil.	Nil.	7,923	69,857	2,059,550
1914....	St. John..	1,557	15,130	234,008	.....	.....	.....	1,557	15,120	234,008
	Halifax...	2,951	75,254	2,384,256	.....	.....	.....	2,951	75,254	2,384,256
Total..	.....	4,508	90,374	2,618,264	Nil.	Nil.	Nil.	4,508	90,374	2,618,264
1915....	St. John..	2,031	12,362	301,659	.....	.....	.....	2,031	12,362	301,659
	Halifax...	3,621	82,419	3,206,176	.....	.....	.....	3,621	82,419	3,206,176
Total..	.....	5,652	94,781	3,507,835	Nil.	Nil.	Nil.	5,652	94,781	3,507,835
1916....	St. John..	1,781	15,899	425,664	.....	.....	.....	1,781	15,899	425,664
	Halifax...	2,812	96,907	4,272,628	.....	.....	.....	2,812	96,907	4,272,628
Total..	.....	4,593	112,806	4,698,292	Nil.	Nil.	Nil.	4,593	112,806	4,698,292
1917....	St. John..	1,460	14,570	532,012	.....	.....	.....	1,460	14,570	532,012
	Halifax...	5,071	89,820	5,726,139	.....	.....	.....	5,071	89,820	5,726,139
Total..	.....	6,531	104,390	6,258,151	Nil.	Nil.	Nil.	6,531	104,390	6,258,151
1918....	St. John..	3,789	36,113	3,065,587	.....	.....	.....	3,789	36,113	3,065,587
	Halifax...	2,295	36,257	3,194,007	.....	.....	.....	2,295	36,257	3,194,007
Total..	.....	6,084	72,370	6,259,594	Nil.	Nil.	Nil.	6,084	72,370	6,259,594
1919....	St. John..	829	19,378	1,276,582	.....	.....	.....	829	19,378	1,276,582
	Halifax...	3,569	87,559	6,836,810	.....	.....	.....	3,569	87,559	6,836,810
Total..	.....	4,398	106,937	8,113,392	Nil.	Nil.	Nil.	4,398	106,937	8,113,392
1920....	St. John..	1,320	20,894	1,477,800	.....	.....	.....	1,320	20,894	1,477,800
	Halifax...	6,640	84,436	8,312,749	.....	.....	.....	6,640	84,436	8,312,749
Total..	.....	7,960	105,330	9,790,549	Nil.	Nil.	Nil.	7,960	105,330	9,790,549
1921....	St. John..	719	9,118	655,588	.....	.....	.....	719	9,118	655,588
	Halifax...	4,525	85,097	5,843,187	.....	.....	.....	4,525	85,097	5,843,187
Total..	.....	5,244	94,215	6,498,775	Nil.	Nil.	Nil.	5,244	94,215	6,498,775

PRINCIPAL ARTICLES EXPORTED FROM CANADA

All of Canadian Origin.—Fish, canned goods, flour, feed, meal, oilmeal, hay, oats, cheese, butter, eggs, apples, potatoes, split peas, vegetables, groceries, beef, live stock, mineral water, tea, soap, sulphate of ammonia, fertilizer, lumber, shingles, shooks, laths, furniture, chairs, brooms, brushes, stoves, trunks, rope, cordage, nails, paper, and biscuits.

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CANADA AND SOUTH AFRICA

Contract No. 2.

T. & C. File No. 27166.

Vote 171.—Canada and South Africa, steam service between—

1921-22.....	\$146,000
1922-23.....	146,000

Contractors.—Elder Dempster & Co., Ltd., 133 Board of Trade Building, Montreal, Que. (Head office: 4 St. Mary Axe., London, E.C., England.)

Contract dated.—May 11, 1921. *Duration of Contract.*—April 1, 1921, to Sept. 30, 1921. (Continued by Order in Council until March 31, 1922.)

Service.—Monthly, during the first fifteen days of each month.

Ports of Call.—From Montreal, calling at Quebec, at the option of the contractors; and during the months of September, October and November at Halifax, and, at the option of the contractors, at other Canadian ports during the season of open navigation on the St. Lawrence; and, during closed navigation on the St. Lawrence, from St. John, calling at Halifax, and, at the option of the contractors, at other Canadian ports; proceeding direct to Cape Town and not less than two other South African ports.

Speed required.—10 knots.

Subsidy.—\$146,000 per annum, payable quarterly.

Coaling.—Steamers may call at any Canadian port solely for the purpose of coaling.

Government Railway Clause.—Included.

Cold Storage.—There must be accommodation for not less than 200 tons of cargo in cold storage on each ship. The contractors must provide such further cold storage accommodation as may be needed from time to time.

Additional Vessels.—The contractors agree to provide additional vessels when necessary to meet the requirements of the trade offered.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Supervision of handling.—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

Exemption from calling at Canadian Ports.—If sufficient cargo is not forthcoming from any of the ports of call in Canada, the minister may relieve the contractors from the obligation of calling at such ports.

DISTANCES.

	Miles.
Montreal to Cape Town.....	7,338
“ Port Elizabeth.....	7,778
“ East London.....	7,909
“ Durban.....	8,162
St. John to Cape Town.....	6,978
“ Port Elizabeth.....	7,413
“ East London.....	7,549
“ Durban.....	7,802

SESSIONAL PAPER No. 10a

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Acc.	Refrigerator Space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. ft.		Kts			
Kaduna .	360.0	52.0	26.2	2,308	4,455	8,100	12	10,000	339	10	Middlesbro .	1910	Steel.
Kwarra	360.0	52.0	26.1	2,304	4,441	8,100	12	10,000	428	10	Middlesbro .	1910	Steel.
Benguela...	425.5	53.0	29.2	3,534	5,520	8,920	4	10,390	556	12	Newcastle-on-Tyne	1910	Steel.
New Georgia	412.6	55.8	34.4	4,044	6,566	10,660	Nil.	Nil.	517	11	Belfast	1918	Steel.
New Mexico..	412.6	55.8	34.4	4,044	6,566	10,660	Nil.	Nil.	517	11	Belfast.....	1919	Steel.
NewBrighton	412.6	55.8	34.4	4,023	6,538	10,550	Nil.	Nil.		11	Belfast.....	1920	Steel.
Jekri.	385.3	51.2	25.5	4,278	5,875	9,020	Nil.	Nil.	440	11	Japan...	1917	Steel.
NewBrooklyn	412.6	55.8	34.4	4,044	6,566	10,600	Nil.	Nil.	517	11	Belfast..	1920	Steel.
Fantee.	399.5	53.0	32.8	3,527	5,663	9,000	Nil.	Nil.	517	11	Newcastle	1920	Steel.
Bereby..	400.2	52.3	28.5	3,197	5,248	8,130	Nil.	Nil.	369	11	Hartlepool	1919	Steel.
Calgary...	440.1	59.2	31.1	4,486	7,206	10,660	12	17,500		12½	Clydebank.....	1921	Steel.

TRAFFIC RETURNS (Outward voyages).

No cargo is carried inward.

Calendar Year.	No. of Trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.	
			Weight.	Measure.			\$	cts.
1913.....	14	Nil.	45,316	53,498	371	Nil.	146,000	00
1914.....	12	3	45,296	33,563	235	Nil.	146,000	00
1915.....	12	1	52,543	37,166	Nil.	Nil.	145,999	92
1916.....	10	Nil.	30,797	38,630	Nil.	Nil.	121,666	68
1917.....	9	Nil.	23,140	36,653	Nil.	Nil.	109,500	02
1918.....	3	Nil.	9,972	9,054	Nil.	Nil.	36,499	98
1919.....	11	Nil.	22,503	49,038	Nil.	Nil.	133,833	26
1920.....	12	Nil.	35,956	56,970	Nil.	Nil.	146,000	00
1921.....	10	Nil.	18,243	20,132	Nil.	Nil.	116,666	60

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Tons Weight	Tons Measurement.	Value.	Tons Weight	Tons Measurement.	Value.	Tons Weight	Tons Measurement.	Value.
			\$			\$			\$
1913	43,128	31,196	3,791,039	2,188	22,302	2,078,630	45,316	53,498	5,869,669
1914.....	42,741	22,488	3,236,733	2,555	11,075	948,339	45,296	33,563	4,185,072
1915.....	46,981	23,589	3,889,139	5,562	13,577	1,331,441	52,543	37,166	5,220,580
1916.....	28,465	24,600	3,350,296	2,332	14,030	1,430,772	30,797	38,630	4,781,068
1917.....	20,404	24,209	3,644,333	2,736	12,444	1,390,856	23,140	36,653	5,035,189
1918.....	9,889	8,630	2,714,870	83	424	74,670	9,972	9,054	2,789,540
1919.....	22,165	36,509	8,348,508	338	12,529	2,237,072	22,503	49,038	10,585,580
1920.....	34,387	34,259	8,274,449	1,569	22,711	3,192,026	35,956	56,970	11,466,475
1921..	16,962	14,395	4,082,959	1,281	5,737	677,720	18,243	20,132	4,760,679

PRINCIPAL ARTICLES EXPORTED

Of Canadian Origin.—Agricultural implements, calcium carbide, automobiles, paper, lumber, cereal foods, eggfillers, chairs, woodenware, cotton duck, Beaver board, nails, iron and steel, malt, horseshoes, condensed milk, locomotives, cardboard, shovels, spades and cement.

Of United States Origin.—Automobiles, mining machinery, fruit jars, canned meats, washing powder, ammonia, agricultural implements and tractors.

PACIFIC OCEAN SERVICES

CANADA AND AUSTRALIA OR NEW ZEALAND

Contract No. 27.

T. & C. File No. 27447.

Vote 172.—Canada and Australia or New Zealand, or both, on the Pacific Ocean, steam service between—

1921-22.....	\$130,509
1922-23.....	130,509

Contractors.—The Union Steamship Co., of New Zealand, Ltd. (Canadian address: Canadian Australasian Royal Mail Line, 440 Seymour street, Vancouver, B.C.)

Contract dated.—August 10, 1921. *Duration of Contract.*—August 1, 1921, to July 31, 1922.

Service.—Sailing at alternate intervals of approximately four weeks and five weeks, making 12 round trips during the period covered by the contract.

Ports of Call.—Vancouver, B.C.; Victoria, B.C. Honolulu, in the Sandwich islands; Suva, in the Fiji islands; and Auckland, N.Z.

At the contractor's option, each voyage from Canada to New Zealand may be extended to a port or ports in Australia. The Australian port of call is Sydney.

The call at Suva is conditional upon the Government of Fiji also continuing their contract for a like period and on the same terms as heretofore, and also upon their maintaining the same charges for light and other dues levied on ships employed in the service.

Speed required.—Duration of voyage is not to exceed 20 days, including one day's detention at Honolulu.

Subsidy.—£26,816.18.4 per annum (payable in twelve instalments).

Provided that the contractors shall be entitled to receive such subsidy as the Government of New Zealand and Fiji may pay towards the service; and also the Government of Australia, should the service be extended to that Commonwealth.

Deductions from Subsidy.—£30 are to be deducted from the amount of subsidy payable on each claim for every complete period of twenty-four hours by which the time occupied in conveyance of the mails between Auckland and Vancouver has exceeded twenty days.

Preference to Canadian Shippers.—No discrimination as regards freight or passenger rates is to be made against Canadian ports, railways, merchants or shippers. Canadian merchants and shippers are to have preference at all times for the carriage of their goods over other merchants and shippers, as far as regards the Canadian connection.

Freight and Passenger Rates.—Freight rates from Vancouver or Victoria to New Zealand shall not exceed the current rates charged on similar cargo to New Zealand ports by Union S.S. Co. of N.Z. Limited Mail Steamers from San Francisco.

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Passenger rates from Vancouver or Victoria to Auckland shall not exceed passenger rates during the same period from Auckland to Victoria or Vancouver, and return fares from Canadian ports to New Zealand ports shall not exceed return fares in the opposite direction during the same period.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

DISTANCES

	Miles.
Vancouver to Victoria.....	85
Victoria to Honolulu.....	2,342
Honolulu to Suva, Fiji.....	2,799
Suva to Auckland.....	1,140
Total.....	6,366

DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation			Refrigerator Space	N.H.P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity	1st Class	2nd Class	3rd Class				At	In	Of
	Ft.	Ft.	Ft.							Cu. ft.					
Makura ..	480	58	35	4,920	8,200	3,000	270	114	72	14,985	2,035	16½	Glasgow..	1908	Steel.
Niagara..	542	66	37·6	7,581	13,445	3,800	285	210	276	63,200	*12,500	17	Clydebank	1913	Steel

*Indicated Horse Power.

TRAFFIC RETURNS

Calendar Year	Round Trips	Passengers Carried	Freight Carried	Live Stock	Mails		Salary Paid
		Number	Tons		Lock bags.	Tied sacks	
							\$ cts. p. m.
1913.....	13	6,734	42,168	14	14,038	1,700	180,500 00
1914.....	12½	5,886	42,615	76	15,338	907	173,566 36
1915.....	13	4,366	48,827	8	20,845	936	180,509 00
1916.....	13	4,311	59,597	Nil.	22,281	75	180,509 00
1917.....	13	3,870	55,606	20	30,659	773	180,509 00
1918.....	12	6,592	63,205	Nil.	72,395	703	166,623 72
1919.....	11	9,521	55,723	Nil.	35,364	861	152,738 41
1920.....	11	8,717	43,484	Nil.	29,266	1,236	137,353 73
1921.....	9½	In 2,450 Out 3,402	8,057 19,940	Nil. Nil.	7,742 13,209	369 62	
Total		5,802	27,997	Nil.	20,951	1,291	88,679 09

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ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA

To	Canadian Origin			United States Origin			Total		
	Tons Weight.	Tons Measurement.	Value	Tons Weight	Tons Measurement.	Value	Tons Weight.	Tons Measurement.	Value
			\$			\$			\$
1913 Auckland.....	200	3,167	245,877	1,206	964	629,541	1,406	4,131	875,418
Suva.....	113	3,646	121,949	106	142	41,240	219	3,788	163,189
Honolulu.....	175	40	25,977	1		337	176	40	26,314
Sydney.....	536	5,699	383,609	3,260	2,263	1,681,011	3,790	7,962	2,064,620
Total.....	1,018	12,552	777,412	4,573	3,369	2,352,129	5,591	15,921	3,129,541
1914 Auckland.....	967	2,434	285,999	861	1,054	535,646	1,828	3,488	831,645
Suva.....	138	3,901	128,844	87	160	42,276	225	4,061	171,120
Honolulu.....	136	36	25,748	Nil.	Nil.	Nil.	136	36	25,748
Sydney.....	2,377	8,737	585,927	2,916	1,421	1,595,831	5,293	10,158	2,181,758
Total.....	3,618	15,108	1,026,518	3,864	2,635	2,173,753	7,482	17,743	3,200,271
1915 Auckland.....	4,482	2,450	509,051	614	1,356	433,939	5,096	3,806	942,990
Suva.....	1,045	2,861	176,329	142	217	44,213	1,187	3,078	220,542
Honolulu.....	2	2	923	—	—	—	2	2	923
Sydney.....	2,765	5,700	927,085	1,722	4,500	1,483,945	4,487	10,200	2,411,030
Total.....	8,294	110,513	1,613,388	2,478	6,073	1,962,097	10,772	17,086	3,575,485
1916 Auckland.....	3,084	4,604	645,970	409	3,405	511,380	3,493	8,009	1,157,350
Suva.....	910	1,850	160,285	79	687	88,275	989	2,537	248,560
Honolulu.....	1	36	3,602	—	—	—	1	36	3,602
Sydney.....	3,525	9,533	1,380,367	580	8,843	1,707,840	4,105	18,376	3,088,207
Total.....	7,520	16,023	2,190,224	1,068	12,935	2,307,495	8,588	28,958	4,497,719
1917 Auckland.....	4,813	6,211	1,099,650	77	2,696	411,012	4,890	8,907	1,510,662
Suva.....	54	1,353	108,806	1	396	64,233	55	1,749	173,039
Honolulu.....	—	38	3,527	—	—	—	—	38	3,527
Sydney.....	2,809	8,419	1,301,674	—	5,091	1,121,660	2,809	13,510	2,423,334
Total.....	7,676	16,021	2,513,657	78	8,183	1,596,905	7,754	24,204	4,110,562
1918 Auckland.....	566	20,400	2,038,144	58	2,448	850,256	624	22,848	2,888,400
Suva.....	—	1,457	225,363	9	212	68,792	9	1,669	294,155
Honolulu.....	—	105	8,991	—	—	—	—	105	8,991
Sydney.....	775	5,593	1,641,174	72	4,367	1,696,129	847	9,960	3,337,303
Total.....	1,341	27,555	3,913,672	139	7,027	2,615,177	1,480	34,582	6,528,849
1919 Auckland.....	284	21,922	2,161,146	58	2,030	710,228	342	23,952	2,871,374
Suva.....	—	838	141,296	7	226	61,950	7	1,064	203,246
Honolulu.....	1	45	6,700	—	11	2,299	1	56	8,999
Sydney.....	110	4,619	1,645,625	192	3,869	1,572,273	302	8,488	3,217,898
Total.....	395	27,424	3,954,767	257	6,136	2,346,750	652	33,560	6,301,517
1920 Auckland.....	2,475	14,161	1,895,106	201	2,725	573,066	2,676	16,886	2,468,172
Suva.....	431	1,262	225,136	3	327	69,454	434	1,589	294,590
Honolulu.....	21	15	2,625	—	18	9,319	21	33	11,944
Sydney.....	809	5,277	1,255,756	804	2,516	1,274,937	1,613	7,793	2,530,693
Total.....	3,736	20,715	3,378,623	1,008	5,586	1,926,776	4,744	26,301	5,305,399
1921 Auckland.....	—	7,301	1,096,220	—	738	302,841	—	8,039	1,399,061
Suva.....	113	1,250	134,604	—	187	37,992	113	1,437	172,596
Honolulu.....	52	674	47,137	—	19	4,380	52	693	51,517
Sydney.....	18	8,117	1,063,932	—	1,471	980,332	18	9,588	2,044,264
Total.....	183	17,342	2,341,893	—	2,415	1,325,545	183	19,757	3,667,438

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PRINCIPAL ARTICLES EXPORTED

Of Canadian Origin.—Canned salmon, fresh fruit (in cold storage), potatoes, onions, leather and rubber goods, lumber, codfish, whisky, bicycles and parts thereof, chairs, corsets, suspenders, sewing machines, hardware and machinery.

Of United States Origin.—Drugs, sewing machines, automobiles, gas engines and other machinery, soap and scouring powders, leather and rubber goods, cash registers and scales, cereal foods, telephone material, adding machines, vacuum cleaners, motor cycles, and corsets.

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS

Contract No. 61.

T. & C. File No. 27492.

Vote 173.—*Prince Rupert, B.C., and Queen Charlotte Islands—steam service between—*

1921-22.....	\$ 21,000
1922-23.....	21,000

Contractors.—The Grand Trunk Pacific Coast S. S. Co., Ltd.

Date of Contract.—April 1, 1921. *Duration of Contract.*—April 1, 1921, to March 31, 1922.

Services and Ports of Call.—Fortnightly trips from Prince Rupert, B.C., calling each way at Refuge Bay (on Porcher Island), and Masset, Port Clements, Sandspit, Skidegate, Queen Charlotte, Jedway, Thurston Harbour, and Lockeport, and calling once each month at Cumshewa Inlet, it being understood that the call at Refuge Bay shall be made by a subsidiary launch service provided by the contractors; calling at the option of the company when deemed necessary at Ketchikan, Alaska.

Speed Required.—Not stated.

Subsidy.—\$21,000 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free.

Government wharves.—Steamer must call whenever possible.

DISTANCES

	Miles.
Prince Rupert to Masset.....	85
Masset to Port Clements.....	26
Port Clements to Masset	26
Masset to Prince Rupert.....	85
	<hr/>
	222
Prince Rupert to Refuge Bay.....	20
Refuge Bay to Sandspit.....	77
Sandspit to Skidegate.....	5
Skidegate to Queen Charlotte City.....	2
Queen Charlotte City to Ikeda.....	100
Ikeda to Jedway.....	10
Jedway to Lockeport.....	43
Lockeport to Prince Rupert.....	128
	<hr/>
	385
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	607
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DESCRIPTION OF VESSELS EMPLOYED

Name.	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Feet	ft.	ft.						ft.			
Prince Albert.	232	30	14.1	587	1,015	....	.....	170	..	Hull	1892	Steel.
Prince John...	185.3	29.6	10.9	540	905	....	.....	103	..	Bowling.....	1910	Steel.

TRAFFIC RETURNS

Calendar Year	No. of Round trips run.	Passengers Carried	Freight		Live Stock	Mails		Subsidy Paid
			Tons Weight.	Tons Measurement		Lock Bags.	Tied Sacks	
								\$
1913.....	40	4,588	3,923	*245 M ft.	124	2,359	1,585	8,000 00
1914.....	35	3,175	2,695	*11 M ft.	40	1,780	1,570	7,000 03
1915.....	13	686	1,380	465	117	1,321	Nil	7,333 30
1916.....	25	1,584	5,264	1,586	116	2,116	Nil	6,000 00
1917.....	24	2,217	6,553	Nil	5	1,951	209	19,750 00
1918.....	34	11,157	17,395	Nil	35	4,231	551	21,000 00
1919.....	39	3,291	5,948	69 M ft.	24	3,335	33	21,000 00
1920.....	38	5,566	5,158	260	Nil	3,246	101	21,000 00
1921.....	26	In 803 Out 961	2,408 1,241	Nil Nil	Nil 2	849 3,128	Nil. 31	21,000 00
Total.....	.....	1,764	3,649	Nil	2	3,977	31	

*Lumber.

VICTORIA AND SAN FRANCISCO

Contract No. 10.

T. & C. File No. 26936.

Vote 174.—Victoria and San Francisco.—Steam service between—

1921-22.....	\$3,000
1922-23.....	3,000

Contractors.—The Pacific Steamship Co. of Seattle, Wash., U.S.A. (Canadian Agents.—R. P. Rithet & Co., Ltd., 1117 Wharf street, Victoria, B.C.).

Date of Contract.—April 2, 1921. Duration of Contract.—April 1, 1921, to March 31, 1922.

Service.—Weekly.

Ports of Call.—Victoria, C.B., and San Francisco, U.S.A.

Subsidy.—\$3,000 per annum, payable in quarterly instalments on the first days of July, October, January and April.

Speed Required.—Not stated.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Distance.—Victoria to San Francisco, 750 miles.

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DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
President . . .	391	48-6	19-7	2,546	5,218	2,800	340		179		601	15	Camden, N.J....	1906	Steel.
Governor.....	391	48-6	19-7	2,550	5,250	2,800	350		190		679	15	Camden, N.J.....	1907	Steel.

NOTE.—A steamship service between Victoria and San Francisco, provided by the Dominion Government, is required under the terms of the agreement by which British Columbia entered Confederation.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock Carried.	Mails Carried.		Subsidy Paid.
			Weight.	Measure.		Lock Bags	Tied Bags	
								\$ cts.
1913.....	52	3,791	4,779	7,306	Nil.	Nil.	Nil.	2,000 00
1914.....	54	3,650	3,534	4,368	Nil.	Nil.	Nil.	2,971 15
1915.....	52	4,307	1,955	2,435	Nil.	Nil.	Nil.	3,000 00
1916.....	47½	3,249	3,702	2,514	Nil.	Nil.	Nil.	2,700 25
1917.....	52	6,794	4,815	Nil.	Nil.	Nil.	Nil.	3,000 00
1918.....	49	3,861	2,949	Nil.	Nil.	Nil.	Nil.	2,509 77
1919.....	46	4,296	2,011	Nil.	Nil.	Nil.	Nil.	2,076 95
1920.....	49½	5,215	3,844	Nil.	Nil.	Nil.	Nil.	2,826 90
1921.....	41½	In 1,750 Out 2,122	2,828 316	Nil.	Nil.	Nil.	Nil.	2,504 16
Total.....		3,912	3,144	Nil.	Nil.	Nil.	Nil.	

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Tons Weight	Tons Meas't.	Value.	Tons Weight	Tons Meas't.	Value.	Tons Weight	Tons Meas't.	Value
			\$			\$			\$
1913.....	65	5	68,418	2	17	17,474	67	22	85,892
1914.....	65	873	128,307	Nil	87	16,911	130	960	139,218
1915.....	175		37,730		27	19,119	202	333	56,849
1916.....	212	370	51,323	21	14	4,901	233	384	56,224
1917.....	24	Nil	51,940	42	Nil	11,628	66	Nil	63,568
1918.....	67	Nil	28,948	8	Nil	4,475	75	Nil	33,423
1919.....	66	Nil	25,700	4	Nil	11,500	70	Nil	37,200
1920.....	197	Nil	109,261	46	Nil	31,700	243	Nil	140,961
1921.....	314	Nil	82,529		Nil	700	314	Nil	83,229

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PRINCIPAL ARTICLES EXPORTED

Of Canadian Origin.—Household goods, automobiles, building paper, holly.
Of United States Origin.—Empty cylinders, automobiles, machinery, raisins and furs.

VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY

Contract No. 28.
T. & C. File No. 26976.
Vote 175.—*Victoria, Vancouver, Wayports and Skagway, steam service between —*
1921-22.....\$ 25,000
1922-23.....25,000
Contractor.—Canadian Pacific Railway Co., Montreal, Que.
Contract Dated.—April 4, 1921. *Duration of Contract.*—April 1, 1921, to March 31, 1922.
Service.—Four complete round trips each months from June to October, inclusive; three complete round trips each month from March to May, inclusive; and two complete round trips each month from November to February, inclusive.
Ports of call.—Victoria, Vancouver, Prince Rupert, Ketchikan, Juneau and Skagway.
Calls at United States Ports.—Steamers are permitted to call at the United States ports mentioned in the proceeding paragraph on outward trips only.
Subsidy.—\$25,000 per annum, payable in July, October, January and April.
Mails.—To be carried free.

DISTANCES

	Knots
Victoria to Vancouver.....	7
Vancouver to Port Essington.....	172
Port Essington to Prince Rupert.....	27
Prince Rupert to Port Simpson.....	26
Port Simpson to Ketchikan.....	66
Ketchikan to Skagway.....	307
Total.....	585

DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space	N. H. P.	Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity	1st class	2nd Class	3rd Class				At	In	Of
	Ft.	Ft.	Ft.							c.ft.		Kts			
Princess Alice.	289.0	46.0	17.0	1,903	3,099	500	500	Nil	Nil	Nil	610	17	Newcastle-on-Tyne	1911	Steel.
Princess Mary.	248.4	40.1	14.0	1,346	2,155	900	500	Nil	Nil	Nil	195	14	Pasadena	1910	Steel.
Princess Royal.	228.0	40.0	17.0	981	1,996		600	Nil	Nil	Nil		15	Victoria B.C.	1907	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Number of Passengers Carried			Tons of Freight Carried		Live Stock	Mails		Subsidies Paid
		1st Class	2nd Class	3rd Class	Tons Weight	Tons Meas't		Loose Bags	Tied Sacks	
1913.....	40	12,292	1,461	584	6,409	1,372	482	3,460	9,118	\$ 12,500 00
1914.....	40	12,788	827	811	11,453	349	925	6,665	6,377	12,500 00
1915.....	40	6,020	601	249	10,818	597	1,521	5,067	7,703	12,500 00
1916.....	42	7,638	440	109	13,506	180	1,239	3,351	14,207	12,500 00
1917.....	40	7,616	528	322	13,909	Nil	779	4,240	9,347	12,500 00
1918.....	32½	6,508	810	112	16,890	Nil	158	4,496	8,147	11,263 03
1919.....	34	9,430	669	493	8,583	Nil	260	6,517	7,649	21,875 00
1920.....	35	10,175	705	472	9,582	Nil	101	4,144	9,186	23,593 75
1921.....	37 In Out	5,283	304	334	3,106	Nil	2	1,586	3,188	
		4,484	358	320	5,563	Nil	62	2,474	11,748	
Total...		9,867	662	654	8,669	Nil	64	4,060	14,934	24,218 75

VICTORIA, AND WEST COAST VANCOUVER ISLAND

Contract No. 63.

T. & C. File No. 26975.

Vote 176.—Victoria and West Coast Vancouver Island.—Steam service between—

1921-22.....	\$ 15,000
1922-23.....	15,000

Contractors.—Canadian Pacific Railway Company, of Montreal, Que.

Date of Contract.—April 4, 1921. Duration of Contract.—April 1, 1921, to March 31, 1922.

Service.—Three complete round trips each month.

Ports of Call.—Victoria, Port Renfrew, Carmanah, Clacoose, Bamfield, New Alberni, Uchucklesit, Sechart, Ucluelet, Clayoquot, Tofino, Christie School, Ahousaht, Hesquiot, Nootka, Whaling Station, Kyuquot, Quatsino, and Port Alice; and if sufficient business offers at other intermediate accessible ports.

Speed Required.—Not stated.

Subsidy.—\$15,000 per annum, payable in June, September, December and March.

Mails.—To be carried free.

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DISTANCES

	Knots
Victoria to Port Renfrew.....	54
Port Renfrew to Carmanah.....	15
Carmanah to Cla-oose.....	5
Cla-oose to Bamfield.....	25
Bamfield to New Alberni.....	34
New Alberni to Sechart.....	34
Sechart to Ucluelet.....	12
Ucluelet to Clayoquot.....	26
Clayoquot to Christie's School.....	3
Christie's School to Ahousaht.....	9
Ahousaht to Hesquoit.....	36
Hesquoit to Friendly Cove.....	25
Friendly Cove to Whaling Station.....	68
Whaling Station to Kyuquot.....	11
Kyuquot to Winter Harbour.....	45
Winter Harbour to Quatsino.....	22
Quatsino to Holberg.....	23
Total.....	447

DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions.			Tonnage.			Passenger Accommodation			Refrigerator space	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity	1st Class	2nd Class	3rd Class				At	In	Of
	Ft.	Ft.	Ft.							C.ft					
Princess Maquinna.	232	38	17	978	1,777	800	500	Nil	Nil	Nil	Nil	12	Victoria, B.C.	1913	Steel.
Princess Beatrice.	193	37	16.4	635	1,289	.....	350	Nil	Nil	Nil	124	13½	"	1903	Wood.

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Passengers Carried			Tons of Freight Carried		Live Stock	Mails		Subsidy Paid
		1st Class	2nd Class	3rd Class	Tons Weight	Tons Meas.		Lock Bags	Tied Sacks	
										\$ cts.
1913	43	5,173	3,534	Nil	1,100	7,292	73	2,057	940	5,000 00
1914	43	4,123	2,469	615	6,806	1,739	62	2,479	1,101	5,000 00
1915.....	42	2,984	916	605	7,442	5,382	40	2,936	898	5,000 00
1916.. . . .	42	3,275	1,343	Nil	9,756	Nil	20	2,321	1,817	5,000 00
1917.....	42	5,292	2,169	Nil	11,636	Nil	105	4,353	174	5,000 00
1918... . .	36	7,168	1,516	438	15,930	Nil	151	1,302	3,936	4,374 94
1919.....	36½	5,733	1,525	Nil	15,047	Nil	207	3,335	1,277	4,375 00
1920	36	6,980	1,364	Nil	21,050	Nil	248	3,979	1,229	12,500 00
1921	36 In Out	2,755 2,787	572 751	8 30	13,357 7,150	Nil Nil	40 Nil	1,085 3,692	177 791	15,000 00
	Total..	5,542	1,323	38	20,507	Nil	40	4,777	968	

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VANCOUVER AND NORTHERN BRITISH COLUMBIA PORTS

Contract No. 18.

T. & C. File No. 27471.

Vote 177.—Vancouver and Northern ports of British Columbia, steam service between—

1921-22.....	\$ 24,800
1922-23.....	24,800

Contractors.—The Union Steamship Company of British Columbia, Ltd., Vancouver, C.B.*Date of Contract.*—August 19, 1921. *Duration of Contract.*—April 1, 1921, to March 31, 1922.*Service and Ports of Call.*—Regular sailings throughout the year from Vancouver to Anyox (Granby Bay), on Observatory Inlet, making—

(a) Two calls each way each week at Campbell River, Port Hardy and Quathiasca Cove.

(b) One call each way each week at Alert Bay, Sointula, Beaver Cove, Shushartie Bay, Namu, Bella Bella, Bella Coola, Swanson Bay, Butedale, Prince Rupert, Port Simpson and Ocean Falls.

(c) One call each week at Wadhams, Hartley Bay, Port Essington, Arrandale, (landing mails for Kincolith), Mill Bay, Anyox, Claxton, and, weather permitting, at Suquash.

(d) One call one way every two weeks during summer and every four weeks during winter at Smith's Inlet.

(e) One call one way every four weeks at Kitimat.

(f) During the summer season one call one way each week at Oceanic, China Hat, Lowe Inlet, Rivers Inlet, Schooner Passage, Kumeon and Alice Arm, and every two weeks in winter.

(g) During the summer season only one call one way every two weeks at Kimsquit.

Under the present service to Bella Coola by the steamer making that place the terminal, one call per week suffices. If calls are made by the steamer operating through to Prince Rupert calls must be made each way each week. It is understood and agreed that the two calls each way each week at Port Hardy are conditional upon the Government float being installed at that port; otherwise one call each way each week will be sufficient.

Speed Required.—Not stated.*Subsidy.*—\$24,800 per annum, payable quarterly in July, October, January and April. (In addition to this, \$9,200 per annum is paid by the Post Office Department).*Mails.*—To be carried free. The contractors further agree to carry the mails to and from all ports at which they call, whether such call be stipulated in the agreement or not.*Government Wharves.*—Steamers must call whenever possible.

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DISTANCES

		Miles			Miles
Vancouver to Campbell River.....		101	Ocean Falls to Bella Bella.....		28
Campbell River to Quathiasca Cove.....		2	Bella Bella to China Hat.....		39
Quathiasca Cove to Alert Bay.....		81	China Hat to Swanson Bay.....		24
Alert Bay to Sointula.....		5	Swanson Bay to Butedale.....		13
Sointula to Suquash.....		9	Butedale to Hartley Bay.....		28
Suquash to Port Hardy.....		12	Hartley Bay to Kitimat.....		40
Port Hardy to Shushartie Bay.....		19	Hartley Bay to Lowe Inlet.....		21
Shushartie Bay to Takush Harbour.....		39	Lowe Inlet to Claxton.....		41
Takush Harbour to Smith's Inlet.....		12	Claxton to Port Essington.....		9
Smith's Inlet to Wadham's.....		26	Port Essington to Inverness.....		12
Wadham's to Rivers Inlet Cannery.....		14	Inverness to Oceanic.....		7
Rivers Inlet Cannery to Schooner Passage.....		13	Oceanic to Prince Rupert.....		14
Schooner Passage to Safety Cove.....		15	Prince Rupert to Port Simpson.....		34
Safety Cove to Namu.....		22	Port Simpson to Arrandale.....		32
Namu Cove to Bella Coola.....		59	Arrandale to Kincolith.....		2
Bella Coola to Kimsquit.....		53	Kincolith to Mill Bay.....		5
Kimsquit to Ocean Falls.....		57	Mill Bay to Anyox.....		33

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DESCRIPTION OF VESSELS EMPLOYED.

Name	Dimensions			Tonnage			Passenger Accommodation			Refrigerator space	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity	1st Class	2nd Class	3rd Class				At	In	Of
	Ft.	Ft.	Ft.							C.ft		Kts			
Chelohsin...	175.5	35.1	15.7	597	1,133	479	100	91	Nil.	Nil.	131	13½	Dublin.....	1911	Steel.
Venture.....	180.4	32.2	17.0	580	1,011	560	100	84	Nil.	Nil.	171	12	Glasgow....	1910	Steel.
Coquitlam..	120.0	22.2	9.6	165	256	357	Nil.	Nil.	Nil.	Nil.	28	7½	Vancouver..	1892	Steel.
Camosun....	192.0	35.2	17.9	793	1,369	713	100	103	Nil.	Nil.	224	11	Paisley.....	1905	Steel.
Cowichan...	156.1	32.0	13.5	520	961	565	165	Nil.	Nil.	Nil.	151	11	Ayr.....	1908	Steel.
Chilkoot....	170.6	27.6	10.5	219	557	750	Nil.	Nil.	Nil.	Nil.	81	9	Bowling...	1903	Steel.
Chilliwack..	172.6	30.2	12.9	410	756	800	21	Nil.	Nil.	Nil.	95	10	N. Vancou- ver	1920	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
			Weight.	Measurement.		Lock Bags.	Tied Sacks.	
1913.....	189	19,328	99,106	45,433	791	8,042	2,828	\$ 15,100
1914.....	209	21,167	31,291	10,600	518	17,256	Nil.	16,800
1915.....	189	15,126	30,627	8,541	602	13,831	Nil.	16,800
1916.....	241	21,424	34,550	14,738	362	16,964	Nil.	16,800
1917.....	236	23,453	31,011	13,511	309	19,526	Nil.	16,800
1918.....	268	30,454	40,116	16,891	230	20,997	100	16,800
1919.....	218	27,309	31,474	12,169	165	22,103	Nil.	16,800
1920.....	234	32,477	20,216	14,956	242	26,872	Nil.	22,800
1921.....	237	In 8,762 Out14,847	14,442 7,866	2,426 10,143	13 114	10,062 19,454	Nil. Nil.	24,800
Total.....		23,619	22,308	12,569	127	29,516	Nil.	

VANCOUVER AND PORTS ON HOWE SOUND

Contract No. 78.

T. & C. File No. 27064.

Vote 178.—*Vancouver and ports on Howe Sound, steam service between—*

1921-22.....	\$5,000
1922-23.....	5,000

Contractor.—R. D. Thompson, of Vancouver,B.C.

Date of Contract.—April 19, 1921. Duration of Contract.—April 1, 1921, to March 31, 1922.

Service and Ports of Call.—

(a) A regular daily service from April 1 to September 30 between Vancouver and Gibson's Landing, Hopkin's Landing, New Brighton, Port Mellon, Smith's Landing and Seaside Park.

(b) A regular service three times each week from October 1 to March 31, and more frequently should business warrant it, between Vancouver and Gibson's Landing, Hopkin's Landing, Smith's Landing and New Brighton.

(c) A regular service twice a week throughout the year between Vancouver and Hope Point (or Long Bay), West Bay, Grace Harbour, Elkin's Point, McNab Creek, Douglas, North Bay and Halkett Bay.

(d) A regular service twice a week from October 1 to March 31 between Vancouver, Port Mellon and Seaside Park, with more frequent trips, if business should warrant it.

Speed Required.—Not stated.

Subsidy.—\$5,000 per annum, payable quarterly.

Mails.—To be carried free. Mails to be received and delivered at ship's side.

DISTANCES.

	Miles
Vancouver to Hope Point.....	22
Hope Point to West Bay.....	5
West Bay to Gibson's Landing.....	8
Gibson's Landing to Hopkin's Landing.....	1
Hopkin's Landing to Smith's Landing.....	2
Smith's Landing to New Brighton.....	3
New Brighton to Port Mellon.....	10
Port Mellon to Seaside Park.....	1
Seaside Park to McNab's Creek.....	6
McNab's Creek to Elkin's Point.....	2
Elkin's Point to Douglas Bay.....	4
Douglas Bay to North Bay.....	4
North Bay to Halkett.....	4
Halkett to Vancouver.....	22
Total.....	97
Vancouver to Gibson's Landing.....	24

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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions				Tonnage		Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At-	In	Of
Britannia....	Ft. 104.8	Ft. 22.4	Ft. 6.09	221.6	325.9	60	200	33	Knot 10	Vancouver, C.B.	1902	Wood

TRAFFIC RETURNS

Period	No. of Round Trips run	Number of Passengers Carried	Tons of Freight Carried	Live Stock	Mails		Subsidy Paid
					Lock Bags	Tied Sacks	
Aug. 1 to Dec. 31, 1919.....	114	5,378	531	48	309	464	\$ cts 1,744 88
1920.....	264	18,603	1,955	62	2,033	2,254	5,000 00
1921.....	238	In 7,544	237	26	837	209	
		Out 8,469	1,398	35	855	2,190	4,711 53
	Total...	16,013	1,635	61	1,692	2,399	



LOCAL SERVICES

BADDECK AND IONA

Contract No. 25.

T. & C. File 26865.

Vote 179.—*Baddeck and Iona, steam service between—*

1921-22.....	\$8,825
1922-23.....	9,000

Contractors.—The Baddeck Steamship Company, Ltd., of Baddeck, N.S.

Contract Dated.—March 15, 1921. *Duration of Contract.*—April 1, 1921, to March 31, 1922.

Service.—Two full round trips daily, during open navigation.

Ports of Call.—Baddeck, Iona and McKay's Point; calling at Kempt Head on the western end of Boularderie Island on trips from Baddeck to Iona; such calls to be made only on those days on which the steamer *Marion* makes her west-bound trip from Sydney to Whycomagh; and calling at Grand Narrows whenever there is a reasonable amount of freight to take on or put off at that place.

Connections at Iona.—The steamer *Blue Hill* shall make connections at Iona with the afternoon eastbound train from Halifax to Sydney. In case the train is late in arriving at Iona, the steamer must wait for a reasonable time before proceeding to Baddeck.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$8,000 per annum, payable quarterly, in July, October, January and April.

Mails.—To be carried free.

DISTANCES

	Miles.
Baddeck to Iona.....	12
“ Grand Narrows.....	20
“ McKay's Point.....	10
“ Kempt Head.....	5
Distance between terminal points.....	20

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft	Ft	Ft						Knots			
Blue Hill.....	135	18	7	92	195	100	300	38	12	East Boston, U.S.A.	1887	Wood

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TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Passengers Carried	Freight Carried	Live Stock	Mails		Subsidy Paid
					Lock Bags	Tied Sacks	
							\$ cts.
1913	534	4,754	873	86	3,173	3,938	5,825 00
1914	500	4,468	782	98	3,227	4,801	5,825 00
1915	598	4,156	824	54	3,065	4,200	5,728 32
1916	510	3,463	789	—	3,034	4,986	5,750 64
1917	477	4,380	1,015	—	2,854	5,419	5,825 00
1918	453	3,418	783	Nil	2,999	4,659	5,825 00
1919	573	5,652	923	Nil	3,869	6,711	6,825 00
1920	484	5,745	841	28	3,104	5,929	6,825 00
1921	522	In 2,828 Out 2,843	548 163	9 16	2,054 1,561	6,404 344	6,825 00 7,970 40
Total	5,761	711	25	3,615	6,748		

CHARLOTTETOWN, PICTOU AND NEW GLASGOW

Contract No. 79.

T. & C. File 27175.

Vote 180.—Charlottetown, Pictou and New Glasgow, steam service between—

1921-22	\$2,000
1922-23	2,000

Contractors.— The Pictou-Charlottetown Steamship Co. of New Glasgow, N.S.

Contract dated.—November 2, 1921. Duration of contract.—From the opening of navigation until November 4, 1921.

Service and ports of call.—Daily, except Sundays, until October 1, and thereafter three round trips a week until the termination of the service in November, between Pictou and Charlottetown.

Subsidy.—\$2,000 for the season.

Mails.—To be carried free.

Distance.—Charlottetown to Pictou, 52 miles.

DESCRIPTION OF STEAMER EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation.	Built			N. H. P.	Speed
	Length	Breadth	Depth	Net	Gross	Capacity		At	In	Of		
	Ft.	Ft.	Ft.									Knots
Constance...	115	19.6	11.2	126	185	100	50	Owen Sound	1894	Composite	54	12

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TRAFFIC RETURNS

Calendar Year	No. of Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Bags of Mail	Auto-mobiles	Subsidy Paid
1921....	141	In 1,346 Out 1,430	463 283	205 2	Nil Nil	50 67	\$ cts 2,000 00
Total ..		2,776	746	207	Nil	117	

CHARLOTTETOWN, VICTORIA AND HOLLIDAY'S WHARF

Contract No. 74.

T. & C. File 27,022.

Vote 181.—Charlottetown, Victoria and Holliday's Wharf, steam service between—

1921-22.....	\$3,500
1922-23.....	3,500

Contractors.—The Charlottetown Steamship Co., Ltd., of Charlottetown, P.E.I.

Contract dated.—April 12, 1921. Duration of Contract.—From the opening to the close of navigation in 1921.

Service and Ports of Call—

Two round trips each week from the opening of navigation until October 1st, and thereafter one round trip each week until the close of navigation, from Charlottetown to Victoria; and two round trips each week throughout the season to Holliday's Wharf, East River and West River, calling at China Point, Orwell and Orwell Cove.

Subsidy.—\$3,500 per season, payable in two instalments.

Mails.—To be carried free.

DISTANCES

	Miles
Charlottetown to Holliday's ..	17
Holliday's to China Point.....	2 1/2
China Point to Orwell Cove.....	1 1/2
Charlottetown to Victoria.....	28
Charlottetown to Hickey's Wharf ..	11
Hickey's Wharf to Haggarty's....	3
Haggarty's to Hayden's.....	1
Charlottetown to McEwen's.....	8
McEwen's to West River Bridge..	2
	73

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Harland ..	113	27	6 7	217	352	50	286	33	10	Shelburne, N.S	1908	Wood

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TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Barrels of Freight Carried	Live Stock	Mail Bags	Subsidy Paid
						\$ cts.
1913.....	273	12,534	31,331	1,088	Nil	2,500 00
1914.....	251	13,232	33,050	1,617	Nil	2,500 00
1915.....	255	13,165	31,041	1,053	Nil	2,500 00
1916.....	234	10,159	35,898	1,528	Nil	2,500 00
1917.....	226	10,536	41,873	1,275	Nil	2,500 00
1918.....	No service was performed.					
1919.....	198	3,123	30,018	471	Nil	2,031 25
1920.....	242	9 125	30 665	1 728	Nil	2 500 00
1921.....	242	In 4,487 Out 4,605	9,183 16,883	415 57	Nil	3,500 00
Total.....		9,092	26,066	472	Nil	

GRAND MANAN AND THE MAINLAND

Contract No. 14.

T. & C. File No. 27295.

Vote 182.—Grand Manan and the Mainland, steam service between—

1921-22.....	\$15,000
1922-23.....	15,000

Contractors.—The Grand Manan Steamboat Company, of Grand Manan, N.B.

Date of Contract.—July 12, 1921. Duration of Contract.—April 1, 1921, to March 31, 1922.

Service and Ports of Call.—From June to September, inclusive:—

(a) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport, Maine.

(b) One trip each week between Grand Manan and St. John, via and calling both ways at Campobello and Eastport.

(c) One round trip each week between Grand Manan and St. John direct.

(d) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.

And during the remaining eight months of the year:—

(e) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.

(f) One trip each week between Grand Manan and St. John, calling both ways at Campobello and Eastport.

(g) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport.

Subsidy.—\$15,000 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free.

Government Wharves.—Steamers must call at Government Wharves whenever possible.

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DISTANCES

	Miles
Grand Manan to Campobello.....	15
Campobello to Eastport.....	3
Eastport to St. John.....	45
Eastport to St. Andrew.....	12
St. Andrews to St. Stephen.....	18
St. John to Grand Manan.....	45
St. Stephen to Grand Manan.....	48
St. Andrew's to Grand Manan.....	30

DESCRIPTION OF STEAMER EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Grand Manan.	130	26	11	150	363	250	350	32	12	Liverpool, N.S	1911	Wood

TRAFFIC RETURNS

Calendar Year.	No. of Round Trips run	No. of Passengers Carried	Tons Freight Carried	Live Stock	Mails		Subsidy Paid
					Lock Bags	Tied Sacks	
							\$ cts.
1913.....	171½	7,509	4,010	152	1,815	1,914	9,903 85
1914.....	172½	6,525	3,927	54	1,633	2,215	10,000 00
1915.....	176½	6,416	4,589	26	1,775	2,587	10,000 00
1916.....	174	6,977	5,427	34	1,952	2,859	10,000 00
1917.....	173	6,473	4,607	41	1,805	3,089	10,000 00
1918.....	163½	5,606	4,789	21	2,689	3,493	10,000 00
1919.....	165	7,921	4,793	107	1,782	3,577	11,875 00
1920.....	168	8,047	3,606	439	1,626	3,791	14,375 00
1921.....	175	In 3,811 Out 4,152	2,915 533	54 80	955 745	3,589 679	15,000 00
Total.....		7,963	3,448	134	1,700	4,268	

HALIFAX, CANSO AND GUYSBOROUGH

Contract No. 30.

T. & C. File No. 27085.

Vote 183.—Halifax, Canso and Guysborough, steam service between—

1921-22.....	\$7,000
1922-23.....	7,000

Contractors.—The Halifax and Canso Steamship Co., Ltd., of Halifax, N.S.

Date of Contract.—June 1, 1921. Duration of Contract.—April 1, 1921, to March 31, 1922.

Service.—Weekly, all the year round, between Halifax and Guysborough.

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Ports of Call.— Calling on all voyages each way at Canso, Whitehead, Drumhead, Isaac's Harbour, Goldboro, Port Beckerton and, weather permitting, at Port Hilford; and calling on all outward voyages at Half Island Cove and Queensport; calling fortnightly during open navigation on outward voyages at Country Harbour and Boylston; and during the months of January and February at Port Dufferin and Moser's River.

(a) From January 15 to March 31 a fortnightly call only need be made at Guysborough, Queensport and Half Island Cove.

(b) Calls at Port Hilford shall not be required when the depth of water south of the breakwater is less than 14 feet. The contractors shall, however, make every reasonable effort to call at this port.

Capacity of Steamer.—The steamer employed is guaranteed to have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with adequate refrigeration for the carriage of fresh fish.

Laying off Steamer.—The steamer may lay off for refitting two trips in each year, at such time or times as will least interfere with the requirements of the service.

Government wharves.—The steamer must call whenever possible.

Subsidy.— \$7,000 per annum, payable quarterly in July, October, January and on the completion of the service.

Mails.—To be carried free.

DISTANCES

	Miles
Halifax to Port Hilford.....	89
Port Hilford to Beckerton.....	10
Beckerton to Isaac's Harbour.....	16
Isaac's Harbour to Whitehead.....	35
Whitehead to Canso.....	17
Canso to Queensport.....	12
Queensport to Guysborough.....	13
Total.....	192

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N H P.	Speed	Build		
	Length	Breadth	Depth	Net	Gross	Capacity				A.	B.	Of
	ft.	ft.	ft.			bars			Knots			
Scotia	137	27	9.5	268	476	2,000	100	54	10	Malton N.S.	1907	Wood
Chedoke	145	24.5	9.7			1,800	50		10	Dundas	1910	Steel

The "Scotia" was destroyed by fire on August 27, 1921.

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TRAFFIC RETURNS.

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mail Bags	Subsidy Paid
						\$ cts.
1913.....	51	2,518	22,222	68	Nil	4,750 00
1914.....	51	2,377	22,731	30	Nil	5,000 00
1915.....	51	2,247	25,098	Nil	Nil	5,000 00
1916.....	50	2,475	19,862	Nil	Nil	5,000 00
1917.....	51	2,443	25,481	21	—	5,000 00
1918.....	48	2,168	23,869	Nil	Nil	5,000 00
1919.....	50	2,287	30,701	Nil	Nil	5,000 00
1920.....	45	1,850	19,295	Nil	Nil	6,096 20
1921.....		In 597 Out 626	3,718 15,435	Nil Nil	Nil Nil	6,932 69
Total ..	49	1,223	19,153	Nil	Nil	

HALIFAX AND LAHAVE RIVER PORTS

Contract No. 67.

T. & C. File No. 27241.

Vote 184.—Halifax, Lahave and LaHave River Ports, steam service between—

1921-22.....	\$6,000
1922-23.....	6,000

Contractors.—The Western Steamship Co., Ltd., Halifax, N.S.

Date of Contract.—June 2, 1921. Duration of Contract.—Opening of navigation, 1921, to March 31, 1922.

Service and Ports of Call.—Leaving Halifax once each week, calling at LaHave, Riverport, East LaHave, Pleasantville, Conquerall Bank and Dayspring, and returning to Halifax, calling at the aforesaid ports.

During the winter months, when the LaHave river is frozen over, calls at Pleasantville, East LaHave, Conquerall Bank and Dayspring may be omitted

During the months of January and February calls at any of the said ports may be omitted if ice conditions prevent their being made.

Government Wharves.—Steamers must call whenever possible.

Subsidy.—\$6,000 per annum, payable in quarterly instalments on the last days of June, September and March.

Mails.—To be carried free.

Withdrawal of steamer for repairs.—The steamer may be withdrawn from the service for a total period of fourteen days, if required, for necessary repairs.

DISTANCES

	Miles
Halifax to LaHave.....	52
" Riverport.....	54
" West LaHave.....	56
" Conquerall Bank.....	60

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Enterprise, etc.	Ft. 108	Ft. 25	Ft. 8 6	98	211	100	100	42	Knots 11	Shelburne, N.S.	1907	Wood.

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Bags Mail	Subsidy Paid
1913	88	526	5,900	Nil	Nil	\$ cts. 3,153 85
1914.....	68 1/2	Nil	4,294	Nil	Nil	2,815 00
1915.....	76 1/2	134	4,820	Nil	Nil	3,000 77
1916.....	83 1/2	682	5,287	6	Nil	3,639 60
1917.....	72	885	7,310	Nil	Nil	4,513 57
1918.....	23	368	2,300	Nil	Nil	1,095 26
1919.....	44	343	3,807	Nil	Nil	2,250 00
1920.....	46	216	3,282	Nil	Nil	3,750 00
1921.....	39	In 180 Out 128	540 1,485	Nil Nil	Nil Nil	4,423 07
Total.....		308	2,025	Nil	Nil	

HALIFAX AND NEWFOUNDLAND *via* CAPE BRETON PORTS

Contract No. 11.

T. & C. File No. 26977.

Vote 185.—Halifax and Newfoundland *via* Cape Breton Ports, steam service between—

1921-22.....	\$5,000
1922-23.....	5,000

Contractors.—J. A. Farquhar & Co., Ltd., of Halifax, N.S.

Date of Contract.—April 6, 1921. Duration of Contract.—For the season of navigation, 1921.

Service.—Fornightly, until 14 complete round trips have been performed; or until the close of navigation, should it close before the said 14 trips can be performed.

Ports of Call.—Halifax to Sydney, *via* the south shore of Cape Breton, thence to North Sydney, Marble Mountain, Baddeck, Ingonish, Neil's Harbour, White Point and St. Paul's Island; thence to Channel, Codroy, Sandy Point, Bay of Islands and Bonne Baie, Nfld.; thence returning to Halifax, calling at Bay of Islands, Sandy Point, Codroy, Channel, St. Paul's Island, White Point Neill's Harbour, Ingonish, North Sydney and Sydney.

Subsidy.—\$5,000 for the season, payable at the rate of \$357.14 per round trip.

Mails.—To be carried free.

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DISTANCES

	Miles
Halifax to St. Peter's.....	154
St. Peter's to Grand Narrows....	21½
Grand Narrows to Baddeck.....	9½
Baddeck to North Sydney.....	40
North Sydney to Sydney.....	4½
Sydney to Ingonish.....	31
Ingonish to Neil's Harbour.....	11
Neil's Harbour to Aspy Bay.....	10
Aspy Bay to St. Paul's Island..	21
St. Paul's Island to Channel.....	49
Channel to Codroy.....	27
Codroy to Bay St. George.....	55
Bay St. George to Bay of Islands ..	111
Bay of Islands to Bonne Bay.....	52
Total.....	596

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N.H.P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Stella Maris.	124	23·6	12·2	54	229	350	Nil	70	8½	London.....	1882	Wood and iron

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mail Bags	Subsidy Paid
						\$ cts.
1913.....	15	400	8,488	Nil	20	10,000
1914.....	14	203	9,028	Nil	28	10,000
1915.....	15	276	9,346	Nil	39	10,000
1916.....	14	293	9,051	2	44	10,000
1917.....	13	317	7,700	Nil	65	10,000
1918.....	13	36	5,136	Nil	51	8,000
1919.....	18	145	4,913	83	73	10,000
1920.....	14	55	4,817	Nil	56	5,000
1921.....		In 28	1,811	Nil	26	
	14	Out 26	2,657	Nil	29	
Total.....		54	4,468	Nil	55	5,000

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ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM
CANADA TO NEWFOUNDLAND

Calendar Year	Canadian Origin			United States Origin			Total		
	Weight	Measure- ment	Value	Weight	Measure- ment	Value	Weight	Measure- ment	Value
	Tons	Tons	\$	Tons	Tons	\$	Tons	Tons	\$ cts.
1913.	3,091	636	214,938	552	554	37,799	3,643	1,188	252,737
1914.	4,421	100	217,962	178	129	25,925	4,599	229	243,887
1915.	4,308	167	257,505	293	278	46,341	4,601	445	303,846
1916.....	4,012	73	276,533	690	12	110,740	4,702	85	387,273
1917.	3,058	53	293,323	454	3	75,290	3,512	56	368,613
1918.	2,280	34	246,535	300	3	43,121	2,580	37	291,656
1919.	2,631	83	410,650	621	Nil	73,232	3,252	83	483,882
1920.	2,565	Nil	374,210	354	Nil	69,502	2,919	Nil	443,712
1921...	1,848	Nil	191,767	803	Nil	99,464	2,657	Nil	291,231

PRINCIPAL ARTICLES EXPORTED

Of Canadian Origin.—Flour, paint, molasses, gasoline, beans, stoves, furniture, butter, tea, hay, rope, tin ingots, apples, oats, kerosene oil, beef, pork, sugar, potatoes, oil, clothing, boots and shoes, nets, hardware, wire fencing, roofing, axes, and engines.

Of United States and Foreign Origin.—Molasses, engines and parts thereof, beef, rope, machinery, pork, tobacco, kerosene oil, oranges, shoes, feed, whisky, sugar, tea, salt, gasoline, engines, bananas, oranges, and raisins.

HALIFAX, SPRY BAY AND CAPE BRETON PORTS

Contract No. 55.

T. & C. File No. 26928.

Vote 186.—Halifax and Spry Bay and ports in Cape Breton, steam service between—

1921-22.....	\$6,000
1922-23.....	6,000

Contractors.—Halifax and Sheet Harbour Steamship Company, Ltd., 234-246 Hollis street, Halifax, N.S.

Date of Contract.—March 15, 1921. *Duration of Contract.*—April 1, 1921, to March 31, 1922.

Service.—Weekly, all the year round.

Ports of Call.—Halifax, Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour, Sober Island, Spry Bay, St. Peter's, Arichat, West Arichat, Poulamond and L'Ardoise; as well as such other ports or places between the above terminal ports as may be required by the minister.

(a) The call at Pope's Harbour is at the discretion of the contractors.

(b) The call at L'Ardoise may be omitted in January, February and March.

(c) Between January 20 and March 20 the contractors have the option of omitting calls at St. Peter's, Arichat, West Arichat and Poulamond, provided satisfactory proof can be shown the minister that the steamer was prevented from calling at these ports on account of ice conditions.

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(d) A fortnightly service to Marble Mountain shall be performed during the season of open navigation.

(e) Through bills of lading shall be issued by the *Margaret* between Halifax and all ports in the Bras d'Or lakes and on the eastern coast of Cape Breton called at by the *Arcadia* during the present season.

Subsidy.—\$6,000 per annum, payable in four equal instalments in July, October, January and April.

Government Wharves.—Steamers must call whenever possible.

Time for repairs.—Three weeks are allowed during the year for Government inspection and annual overhauling.

Mails.—To be carried free.

DISTANCES

	Miles
Halifax to Jeddore.....	55
Jeddore to Owl's Head.....	15
Owl's Head to Tangier.....	10
Tangier to Pope's Harbour.....	10
Pope's Harbour to Ship Harbour.....	10
Ship Harbour to Sheet Harbour.....	20
Sheet Harbour to Sober Island.....	20
Total.	120

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N.H.P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Margaret.	92	19	9	100	195	175	90	27	10½	Sheet Harbour..	1907	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mail	Subsidy Paid	
						\$	cts.
1913.....	50	3,244	7,430	Nil	Nil	2,153	84
1914.....	50	2,572	7,700	Nil	Nil	3,000	00
1915.....	50	2,630	7,535	Nil	Nil	4,000	00
1916.....	45	2,207	9,180	Nil	Nil	3,603	08
1917.....	45	1,522	7,155	Nil	Nil	3,750	25
1918.....	41	1,101	5,740	100	Nil	3,767	92
1919.....	46	1,342	6,225	Nil	Nil	4,000	00
1920.....	46	1,979	5,600	Nil	Nil	4,000	00
1921.....	48	In 892 Out 1,070	1,865 3,525	Nil Nil	Nil Nil	5,346	15
Total		1,962	5,390	Nil	Nil		

HALIFAX, SOUTH CAPE BRETON AND BRAS D'OR LAKE PORTS

Contract No. 66.

T. & C. File No. 26927.

Vote 200.—Halifax, South Cape Breton and Bras d'Or Lake Ports, steam service between—

1921-22.....	\$6,000
1922-23.....	\$6,000

Contractors.—Messrs. Hendry, Ltd., Halifax, N.S.

Date of Contract.—March 15, 1921. Duration of Contract.—From the opening to the closing of navigation in 1921.

Service and Ports of Call.—Passengers and freight shall be conveyed between Halifax and St. Peter's by the steamers *Margaret* and *Strathlorne*, and shall be transhipped at St. Peter's to and from the *Arcadia* for the purpose of proceeding to or from the under-mentioned points in the Bras d'Or lakes, and on the east coast of Cape Breton. The *Arcadia's* services shall be as follows: (a) Four round trips each month from St. Peter's, N.S., to Sydney, through the Bras d'Or Lakes, calling at all ports on the east and west sides of the lakes at which freight is offered, or is to be delivered, including Grand Narrows, Iona, Baddeck, Whycocomagh, Little Narrows, Nyanza, Boularderie Centre, Boularderie, Marble Mountain, West Bay, Washabuck Centre, Johnston's Harbour, Irish Cove, Big Pond, East Bay, Castle Bay and Grand Narrows, extending each trip from Sydney to North Sydney, Glace Bay, Port Morien, Mainadieu, Louisburg and Gabarous.

Through tickets for passengers and through bills of lading for freight shall be issued between Halifax *via* the *Margaret* and *Strathlorne*, and the above-mentioned ports in the Bras d'Or Lakes and on the East Coast of Cape Breton.

If, during the early spring and late fall, the steamers *Strathlorne* and *Margaret* have their full complement of freight and are unable to carry the additional freight required to and from the *Arcadia*, the contractors agree to supply an additional steamer between Halifax and St. Peter's, for the purpose of carrying the surplus of the *Arcadia's* freight.

The calls at Mainadieu are to be conditional upon the weather permitting. Calls at Glace Bay shall not be made unless, in the opinion of the Minister, it is safe for the steamer *Arcadia* to call at this port.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,000 per annum, payable in four instalments of \$1,500 each.

Mails.—To be carried free.

DISTANCES		M.
Halifax to St. Peter's.....		145
St. Peter's to Grand Narrows.....		20
Grand Narrows to Iona.....		1
Iona to Baddeck.....		10
Baddeck to Pt. Bevis.....		9
Pt. Bevis to Boularderie.....		3
Boularderie to Boularderie Centre.....		5
Boularderie Centre to Big Bras d'Or.....		6
Big Bras d'Or to New Campbellton.....		1
New Campbellton to North Sydney.....		15
North Sydney to Sydney.....		5
Sydney to Glace Bay.....		21
Glace Bay to Port Morien.....		15
Port Morien to Mainadieu.....		14
Mainadieu to Louisburg.....		16
Louisburg to Gabarous.....		14
Total.....		300

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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed, Knots.	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Arcadia... ..	73	16.7	6.4	42	62	70	Nil	30	8	Yarmouth, N.S.	1884	Wood

TRAFFIC RETURNS

Calendar Year	No. of round trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Bags Mail	Subsidy Paid
						\$
1913.....	21	7	4,930	Nil	Nil	3,500 00
1914.....	19	6	4,603	Nil	Nil	3,333 33
1915.....	14	Nil	4,290	Nil	Nil	2,666 66
1916.....	15	Nil	3,770	Nil	Nil	5,625 00
1917.....	15	57	4,270	Nil	Nil	5,625 00
1918.....	14	Nil	2,342	Nil	Nil	3,999 94
1919.....	26	181	3,775	Nil	Nil	6,000 00
1920.....	32	280	5,820	Nil	Nil	6,000 00
1921.....	32	In 98 Out...176	3,125 2,600	Nil Nil	Nil Nil	6,000 00
Total.....		274	5,725	Nil	Nil	

In 1918 this service, commencing at Halifax, was performed by the Provincial S.S. Co., and previous to that by the Halifax and Glace Bay S.S. Co.

HALIFAX AND WEST COAST CAPE BRETON

Contract No. 70.

T. & C. File No. 26929.

Vote 201.—Halifax and West Coast of Cape Breton, calling at way ports, steam service between—

1921-22.....\$6,000

1922-23.....6,000

Contractors.—The Halifax and Inverness S.S. Co., Ltd., of Halifax, N.S.

Date of Contract.—March 29, 1921. Duration of Contract. From the opening to the close of navigation in 1921.

Service.—Weekly. Twenty-six trips shall constitute a full season's service, although the contractors shall be required to make such additional sailings as weather conditions shall permit.

Ports of Call.—Halifax, Port Mulgrave, Port Hawkesbury, Port Hastings, Port Hood, Mabou, Margaree, Grand Etang, Cheticamp, and Eastern Harbour, calling one every two weeks at Havre Boucher, Cape George and Pleasant Bay, and calling at Inverness, Broadcove Marsh and Margaree Island whenever there is a reasonable quantity of freight or number of passengers to be landed or embarked, weather permitting.

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(b) Calls shall be made at Chimney Corner when the wharf is completed, and when there are passengers or freight to be taken on or put off at that place.

(c) One call shall be made during the autumn of the present year at Ballantynes' Cove, N.S.

(d) Through bills of lading shall be issued by the *Strathlorne* from Halifax to all ports in the Bras d'Or Lakes, and on the Eastern Coast of Cape Breton, called at by the *Arcadia* during the present season.

(e) On all trips north the captain of the *Strathlorne* shall advise the agent of the contractors at Margaree from Mulgrave or Mabou the approximate hour of his arrival at Margaree, and on south bound trips he shall similarly advise the agent at Margaree from Grand Etang.

(f) When weather conditions at Margaree are such as to prevent boats or lighters coming out to the steamer, the agent shall hoist a red or white flag within a reasonable time of the steamers' announced arrival, so that the steamer may not be unduly delayed.

(g) On arrival off the port of Margaree the steamer shall anchor and give notice of her presence by whistle or other suitable means. If boats do not come off from the shore within half an hour after anchoring, the steamer shall be at liberty to hoist her anchor and proceed on her voyage.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,000 per annum, payable in instalments of \$3,000 on July 1 and on completion of the service.

Mails.—To be acerried free.

DISTANCES

	Miles.
Halifax to Mulgrave.....	150
Mulgrave to Hawkesbury.....	1
Hawkesbury to Hastings.....	2
Hastings to Havre Boucher.....	7
Havre Boucher to Port Hood.....	20
Port Hood to Mabou.....	10
Mabou to Margaree.....	31
Margaree to Grand Etang.....	8
Grand Etang to Eastern Harbour.....	9
Eastern Harbour to Pleasant Bay.....	15
Total.....	254

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passengers Accommodated	N. H. P.	Speed, knots	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Strathlorne..	116	20 2	9	81	135	180	40	24	9	M. J. Co.	1900	Wood

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TRAFFIC RETURNS

Calendar Year	No. of round trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Bags Mail	Subsidy Paid
						\$
1913.	27	Nil	5,120	Nil	Nil	1,500 00
1914	27	Nil	4,662	Nil	Nil	3,058 82
1915.....	27	3	3,782	Nil	Nil	3,000 00
1916.....	25	Nil	6,079	Nil	Nil	2,941 18
1917	27	108	7,150	Nil	Nil	4,000 00
1918.....	27	64	4,960	Nil	Nil	4,000 00
1919	27	57	3,125	Nil	Nil	4,000 00
1920	26	470	6,000	Nil	Nil	4,000 00
1921	33	In... 125 Out.. 200	2,455 3,275	Nil Nil	Nil Nil	6,000 00
Total		325	5,730	Nil	Nil	

MULGRAVE AND CANSO

Contract No. 53.

T. & C. File No. 26985.

Vote 188.—*Mulgrave and Canso, steam service between—*

1921-22.....	\$ 13,500
1922-23.....	13,500

Contractors.—Hugh Cann & Son, Ltd., of Yarmouth, N.S.

Date of Contract.—April 6, 1921. *Duration of Contract.*—April 1, 1921, to March 31, 1922.

Service.—Daily (Sundays excepted).

Ports of Call.—Port Mulgrave and Canso, N.S.

Withdrawal for Repairs.—The steamer *R. G. Cann* may be withdrawn for repairs for one month in each year. During such withdrawal the service shall be performed by such steamer other than the *Malcolm Cann* or the *Percy Cann* as may be approved by the Minister.

Wind and Ice.—In the event of any trip or trips being missed on account of wind, fog, snow or ice upon satisfactory evidence being submitted to the Minister, he may direct that no deduction be made from the subsidy otherwise payable for the trip so missed.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$13,500 per annum, payable in quarterly instalments in July, October, and January, and upon completion of the service.

(a) One-quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in summer, and westbound traffic in winter, in sufficient time to permit of the transfer of passengers, mails and express shipments; but such penalty shall not be inflicted when the contractors are able to satisfy the Minister that the connection has been missed owing to wind, fog, snow or ice.

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(b) \$500 of the subsidy shall be deducted should the contractors not place on the said route a substitute steamer other than the *Malcolm Cann* or the *Percy Cann* when the *Robert G. Cann* is taken off the said route for repairs as hereinbefore stipulated.

Mails.—To be carried free.

Distance.—Canso to Mulgrave, 24 miles.

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed, knots	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Robert G. Cann	Ft. 119	Ft. 24 6	Ft. 9 4	111	265	Not stated	100	42	11	Shelburne, N.S.	1911	Wood

TARIFF RETURNS

Calendar Year	No. of round trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Bags Mail	Subsidy Paid
1913	202	3,577	4,009	Nil	3,282	\$ cts. 6,250 00
1914	200	3,795	3,356	13	3,724	6,500 00
1915	307	5,103	3,963	12	4,036	6,500 00
1916	305	4,897	4,295	Nil	2,852	6,500 00
1917	306	4,580	6,875	000	2,407	6,500 00
1918	295	4,251	5,232	Nil	2,777	6,500 00
1919	294	4,820	4,266	Nil	Nil	8,750 00
1920.....	293½	4,438	3,847	Nil	4,957	10,756 85
1921	298	In. 1,828 Out 1,722	1,365 1,555	Nil Nil	5,528	12,870 06
Total		3,550	2,920	Nil		

MULGRAVE AND GUYSBOROUGH

Contract No. 54.

T. & C. File No. 27061.

Vote 189.—Mulgrave and Guysborough, calling at intermediate ports, steam service between—

1921-22.....\$7,500
1922-23.....7,500

Contractors.—The E.aine Steamship Co., Ltd., Halifax, N.S.

Date of Contract.—April 18, 1921. Duration of Contract.—April 1, 1921, to March 31, 1922.

Service.—Daily (except Sundays).

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Ports of Call.—Port Mulgrave and Guysborough, calling at Queensport every trip from Guysborough to Mulgrave and three times each week on return trips to Guysborough on those days on which the steamer is not required to proceed to Boylston. Trips to Boylston shall be made three times each week, during the Season of open navigation.

Repairs.—The steamer may be withdrawn one month during each year for repairs, etc. During such withdrawal the service shall be performed by such steamer as may be approved by the Minister.

Wind, Fog, Snow or Ice.—If any trip be missed on account of wind, fog, snow or ice, no deductions may be made from the subsidy otherwise payable for the trip so missed.

Subsidy.—\$7,500 per annum, payable quarterly, in July, October, January and April.

(a) One-quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time to permit of the transfer of passengers, mails and express shipments, unless the connection has been missed owing to wind, fog, snow or ice.

Mails.—To be carried free.

DISTANCES

	Miles.
Guysborough to Mulgrave (via Queensport).....	29½
Mulgrave to Guysborough (direct).....	25
Guysborough to Boylston.....	5

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed, knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Westport III..	101	21	9	49	140	70	35	24	10	Shelburne.....	1903	Wood

TRAFFIC RETURNS

Calendar Year	No. of round	No. of Passengers carried	Tons of Freight carried	Live Stock	Bags Mail	Subsidy Paid
						\$ cts.
1913 ..	294½	4,068	2,092	Nil	2,215	5,110 58
1914.....	297½	3,812	1,815	Nil	3,052	5,500 00
1915.....	308	4,037	1,679	Nil	3,440	5,500 00
1916 ..	264	3,670	1,600	Nil	2,722	5,041 66
1917.....	294	3,504	2,803	Nil	2,248	5,500 00
1918.....	271	3,230	2,784	Nil	3,161	5,500 00
1919.....	252	2,584	1,953	1	2,622	6,219 62
1920.....	225	1,748	1,606	2	719	5,507 29
1921 ..		In 835	379	Nil	1,686	
	283	Out 848	374	Nil	135	6,942 40
Total.....		1,683	753	Nil	1,821	

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NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND MIRAMICHI BAY

Contract No. 49.

T. & C. File No. 26934.

Vote 190.—Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay, steam service between—

1921-22.....	\$4,000
1922-23.....	5,000

Contractors.—The Miramichi River Service, Ltd., of Chatham, N.B.

Date of Contract.—June 7, 1921. Duration of Contract.—From the opening to the close of navigation in 1921.

Service and Ports of Call.—On Mondays, Wednesdays and Fridays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac, Neguac and Mills Point Wharf.

On Tuesdays, Thursdays and Saturdays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Baie du Vin, Church Point and Neguac.

The calls at Lower Newcastle and Mills Point Wharf are conditional upon the completion of the wharves at the respective points.

Calls at Escuminac are to be made during favourable weather in the salmon-fishing season. When, owing to unfavourable weather, the steamer does not call at Escuminac, calls shall be made at Hardwick.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$4,000 payable in two equal instalments, on September 1 and on the completion of the contract.

Mails.—To be carried free.

DISTANCES

	Miles.
Newcastle to Chatham.....	5
Chatham to Loggieville.....	5
Loggieville to Oak Point.....	7
Oak Point to Burnt Church.....	9
Burnt Church to Bay du Vin.....	10
Bay du Vin to Escuminac.....	13
Escuminac to Neguac.....	17
Total.....	66

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Alexandra	97	24.5	9	156	200	50	400	58	10	Chatham...	1902	Wood

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TRAFFIC RETURNS

Calendar Year	No. of round trips run	No. of Passengers carried	Barrels of Freight carried	Live Stock	Mail Bags	Subsidy Paid
						\$ cts.
1913.....	189	8,228	1,960	56	557	2,500 00
1914.....	160	7,756	1,921	32	510	2,262 00
1915.....	186	7,762	2,404	37	594	2,500 00
1916.....	180	8,478	2,414	44	560	2,500 00
1917.....	172	7,848	2,275	36	544	2,500 00
1918.....	177	7,070	2,426	40	560	2,500 00
1919.....	165	8,278	2,558	24	508	3,000 00
1920.....	153	No statistics available				3,000 00
1921.....	158					
		In 1,774 Out 1,774	1,051 1,051	Nil Nil	316 316	3,938 77
Total.....		3,548	2,102	Nil	632	

PELEE ISLAND AND THE MAINLAND

Contract No. 52.
T. & C. File 26930

Vote 191.—*Pelee Island and the Mainland, steam service between—*

1921-22.....	\$ 8,000
1922-23.....	11,000

Contractors.—The Windsor and Pelee Island Steamship Co., Ltd., Pelee Island, Ont.

Date of Contract.—March 14, 1921. *Duration of Contract.*—From the opening of navigation in 1921 to March 31, 1922.

Service and Ports of Call.—Six round trips each week, weather permitting, during the months of April, May, June, September and October, and five round trips each week during July, August and November, and until the close of navigation, weather permitting, between Pelee Island and the mainland, calling on each trip at Kingsville and Leamington, Ont.

Tariff Rates.—Passenger rate for the trip between Pelee Island and Kingsville or Leamington or vice versa, \$1; and for the trip between Pelee Island and Windsor or vice versa, \$1.50.

Freight rates are to be same as those contained in a schedule attached to the contract.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$8,000, payable in equal instalments on the last days of June, September, December and March.

Mails.—Are to be carried during open navigation between the post offices of Pelee Island, Pelee Island South and Scudder, and such post offices on the mainland as may be designated by the Postmaster General.

DISTANCES

	Miles.
Kingsville to Leamington..	8
Leamington to Pelee Island.....	16
Pelee Island to Windsor.....	53
Total.....	77

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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft	Ft	Ft						Knots			
Peleo	145	24	13	242	557		389	58	13	Collingwood..	1914	Steel.

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Passengers	Freight	Lumber	Live Stock	Mails		Subsidy Paid
						Bags	Sacks	
		No.	Tons	Feet				\$
1913.....	185	6,167	4,007	147,000	660	1,431	708	5,000
1914.....	187	3,672	3,469	169,000	571	562	455	7,000
1915.....	241	3,825	3,580	174,000	1,010	765	726	8,000
1916.....	236	3,987	2,700	98,000	1,065	732	644	8,000
1917.....	231	3,761	2,696	89,000	1,101	872	583	8,000
1918.....	205	4,546	1,867	167,000	561	500	676	8,000
1919.....	218	5,662	2,757	154,000	913	662	972	8,000
1920.....	211½	5,940	2,404	166,000	1,305	781	805	8,000
1921.....	217½	In 2,762 Out 2,824	611 1,267	63,000 Nil	12 432	352 348	722 18	
	Total.....	5,586	1,878	63,000	444	700	740	8,000

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SCHEDULE OF FREIGHT RATES

	Kingsville and Leamington	Windsor
	\$ cts.	\$ cts.
Grain and potatoes, per cwt., car lots.....	0 10	0 12
Grain and potatoes, less than carload.....	0 12	0 15
Fruit in baskets, per cwt.....	0 30	0 30
Wine, per bbl.....	0 75	0 75
Oil, per barrel.....	0 85	0 85
Salt and flour, per bbl.....	0 35	0 35
Minimum charge on one parcel.....	0 25	0 25
Any one animal, horse or cattle up to five, each.....	2 50	2 50
Any additional animal over five.....	2 25	2 25
Hogs and sheep up to ten, each.....	0 75	0 75
Hogs and sheep over ten, each.....	0 65	0 65
Groceries and hardware, per cwt.....	0 25	0 25
Lumber, per M ft. up to 5 M ft.....	3 50	3 50
Over 5 M ft.....	3 00	3 00
Shingles, per M.....	0 40	0 40
Laths, per M.....	0 50	0 50
Gristing, per bag, return.....	0 20	0 20
Tobacco, per cwt.....	0 40	0 40
Buggies, set up, each.....	1 75	1 75
Buggies, crated, each.....	2 50	2 50
Coal, per ton.....	2 00	2 00
Coal, per ton, in carload lots.....	1 50	1 50
Farm machinery, per cwt.....	0 45	0 45
Flour, per barrel.....	0 40	0 40
Lubricating oils, per barrel.....	0 85	0 85
Linseed oils, per barrel.....	0 85	0 85
Turpentine, per barrel.....	0 75	0 75
3 inch tile, per 100.....	0 60	0 60
4 " ".....	0 80	0 80
5 " ".....	1 00	1 00
6 " ".....	1 20	1 20
8 " ".....	1 60	1 60
10 " ".....	2 00	2 00
12 " ".....	2 40	2 40
Fish, per cwt.....	0 35	0 35
Automobiles, one way, including driver.....	3 00	3 00
Automobiles, return, including driver.....	5 00	5 00
Brick, per M.....	6 00	6 00
Lime, per barrel.....	0 50	0 50
Cement, per barrel.....	0 55	0 55
Cement, carloads.....	0 50	0 50
Beer, per case.....	0 35	0 35
Pop, per case.....	0 25	0 25
Eggs, per crate.....	0 25	0 25
Hay and straw, per ton.....	2 50	2 50
Wool, per cwt.....	0 40	0 40
Hides, per cwt.....	0 45	0 45
Fence posts, each.....	0 05	0 05
Wagon, empty.....	2 50	2 50
Stone, per ton.....	1 50	1 50
Hardwall plaster, per cwt.....	0 25	0 25
Scrap iron, per cwt.....	0 25	0 25
Cauliflower, per cwt.....	0 14	0 14
Pianos, each.....	5 00	5 00
Organs, each.....	3 00	3 00
Onions, in carloads.....	0 10	0 12
Onions, less than carloads.....	0 12	0 15
Poultry, in crates, per cwt.....	0 75	0 75
Poultry, not crated, per cwt.....	1 00	1 00

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PASSENGER FARES

Between Pelee Island and Leamington and Kingsville—Single.....\$ 1 00

MULGRAVE, ARICHAT AND PETIT DE GRAT

Contract No. 20.

T. & C. File No. 27065.

Vote 192.—*Mulgrave, Arichat and Petit de Grat, steam service between—*

1921-22.....	\$ 10,000
1922-23.....	10,000

Contractor.—The Arichat Steamship Co., Ltd., of Sydney, N.S.

Date of Contract.—June 6, 1921. Duration of Contract.—April 1, 1921, to March 31, 1922.

Service and Ports of Call.—One full trip each way daily (Sundays excepted) between Petit de Grat and Mulgrave, calling on all trips both going and coming at Arichat and West Arichat.

Wind and Ice.—In the event of any trip or trips being missed on account of wind or drifting ice, no deduction may be made from the subsidy otherwise payable for the trips so missed.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$10,000, payable quarterly in July, October, January and April.

Repairs.—The steamer may be laid off during such period as may be approved of by the Minister for repairs, inspection, cleaning, painting, etc. While the *Arichat* is laid off, the contractors shall perform a daily service with a substitute vessel.

Mails.—To be carried free.

DISTANCES

	Miles.
Petit de Grat to Arichat.....	8
Arichat to West Arichat.....	7
West Arichat to Mulgrave.....	18
Total.....	33

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft	Ft	Ft						Knots			
Arichat	84.9	19.3	10.3	54	144	120	100	24	9½	Montreal...	1917	Wood

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TRAFFIC RETURNS

Calendar Year	No. of round trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Mail Sacks	Subsidy Paid
						\$ cts.
1913.....	281½	3,160	1,070	2	2,672	5,588 60
1914.....	276½	2,569	835	Nil	3,354	6,750 00
1915.....	275½	2,140	832	Nil	2,944	7,000 00
1916.....	241	2,392	1,009	Nil	2,485	6,125 00
1917.....	217½	1,535	1,106	Nil	2,235	5,512 43
1918.....	265	1,969	1,541	Nil	3,075	7,000 00
1919.....	242½	2,108	2,051	2	3,503	6,107 58
1920.....	166	2,386	875	7	2,612	7,562 50
1921.....	200	In 629 Out 595	622 347	100 Nil	Nil Nil	9,666 67
Total..		1,224	969	100	Nil	

PICTOU AND MONTAGUE

Contract No. 19.

T. & C. File No. 27021.

Vote 193.—*Pictou and Montague, calling at Murray Harbour and Georgetown, steam service between—*

1921-22.....	6,000
1922-23.....	6,000

Contractor.—Georgetown Steamship Co., Ltd., of Pictou, N.S.

Date of Contract.—April 13, 1921. Duration of Contract.—From the opening to the close of navigation in 1921.

Service and Ports of Call.—Two round trips each week (or three round trips each week, at contractor's option), sailing from Montague, calling at Georgetown and Beach Point, P.E.I., and Pictou, N.S., returning to Beach Point, Georgetown and Montague, and making one call each week at Cardigan, Newport and Murray Harbour North. Calls shall be made at Murray Harbour upon each trip, each way, at the minister's option, on evidence being produced that such calls are necessary.

Subsidy.—\$6,000 for the season, payable in three instalments.

Mails.—To be carried free.

Government Wharves.—Steamer must call whenever possible.

DISTANCES

	Miles.
Pictou to Montague.....	47
Montague to Cardigan.....	22
Montague to Murray Harbour.....	20
Murray Harbour North to Pictou.....	38
Georgetown to Pictou.....	40
Montague to Lower Montague.....	4
Lower Montague to Georgetown.....	2
Cardigan to Newport.....	4

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DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N	H	P.	Built		
	Length	Breadth	Depth	Net	Gross	Capacity					At	In	Of
	Ft.	Ft.	Ft.										
Mordant	98.0	21.0	8.8	91	134	150	18	28		40	Shelburne, N.S.	1884 and 1906	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	No. of Live Stock Carried	Bags Mails	Subsidy Paid
						\$ cts.
1913	111	2,132	4,785	242	157	6,000 00
1914	97	1,885	7,126	423	417	6,000 00
1915.....	96	1,926	4,892	220	393	6,000 00
1916	85	1,455	5,468	88	124	5,684 21
1917	84	1,562	5,956	72	15	6,000 00
1918	43	1,497	1,040	62	Nil	1,580 00
1919.....	61	1,544	1,890	107	Nil	6,000 00
1920	68	2,153	1,191	41	Nil	6,000 00
1921	50	In 424 Out 473	341 186	1	Nil Nil	6,000 00
Total.....		897	317		Nil	

PICTOU, MULGRAVE AND CHETICAMP

Contract No. 16.

T. & C. File No. 27019.

Vote 194.—Pictou, Mulgrave and Cheticamp, steam service between—

1921-22.....	87,500
1922-23.....	7,500

Contractor.—Roderick McDougall, of Port Hood, N.S.

Date of Contract.—April 7, 1921. Duration of Contract.—From the opening to the close of navigation, 1921.

Service and Ports of Call.—(a) 12 round trips during the season between Pictou and Mulgrave, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Makignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point.

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(b) Two round trips each week between Mulgrave and Cheticamp, calling both ways at Port Hastings, Port Hawkesbury, Port Hood, Port Hood Island, Margaree Harbour, Grand Etang, and Eastern Harbour, making 50 round trips during the season; and calling once each week at Pleasant Bay, and whenever passengers or freight are offered and whenever required by the minister at Henry Island, Mabou Mouth, Inverness, Red Cape and Port Bain, as well as at such other port or ports, place or places *en route* as the minister may direct.

(c) If so required by the minister eight round trips during the season between Souris and Mulgrave may be substituted for eight round trips between Pictou and Mulgrave aforesaid, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point, of which one trip shall be made in June, two in July, two in August, one in September and two in October.

Regular semi-weekly connections are to be maintained with the Canadian National Railways at Mulgrave, and the Plant Line steamers at Hawkesbury.

Subsidy.—\$7,500 payable in equal instalments on the first days of July and October and on the completion of the service.

Mails.—To be carried free.

Government Wharves.—Steamer must call whenever possible.

DISTANCES

	Miles
Souris to Arisaig	88
Pictou to Arisaig..	24
Arisaig to Malignant Cove.	5
Malignant Cove to Georgeville	5
Georgeville to Livingstone	4
Livingstone to Ballantyne.....	16
Ballantyne to Morristown.....	10
Morristown to Mulgrave.....	27
Mulgrave to Hawkesbury.....	2
Hawkesbury to Hastings.....	3
Hastings to Port Hood.....	27
Port Hood to Mabou Mouth....	8
Mabou Mouth to Port Bain.....	15
Port Bain to Inverness.....	5
Inverness to Red Cape.....	5
Red Cape to Margaree.....	11
Margaree to Grand Etang.....	10
Grand Etang to Cheticamp..	10
Cheticamp to Pleasant Bay....	19
Total....	206

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimension			Tonnage			Passenger Accommodation	N. H.P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Kindum	114	23.5	10.5	79	168		40	28	10	Mahone Bay, N.S.	1910	Wood

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TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Number of Passengers carried	Tons of Freight Carried		No. of Live Stock	Bags Mail	Subsidy Paid
			Weight	Measure-ment			
							\$ cts.
1913.....	84	904	2,687	Nil	257	Nil	7,000 00
1914.....	64	550	535	Nil	Nil	Nil	5,942 70
1915.....	67	315	1,145	Nil	Nil	Nil	5,566 26
1916.....	66	633	1,311	Nil	Nil	Nil	8,106 39
1917.....	66	343	922	545	Nil	Nil	7,500 00
1918.....	62	493	3,125	Nil	Nil	Nil	7,500 00
1919.....	65	824	9,000	Nil	Nil	Nil	7,500 00
1920.....	65	454	2,445	Nil	Nil	Nil	7,500 00
1921.....	63	In 142 Out 191	1,185	Nil	Nil	Nil	7,500 00
	Total..	333	2,237	Nil	Nil	Nil	

PICTOU, NEW GLASGOW AND ANTIGONISH COUNTY PORTS

Contract No. 75.

T. & C. File No. 25828.

Vote 195.—*Pictou, New Glasgow and Antigonish County Ports, schooner service between—*

1921-22.....	\$1,500
1922-23.....	1,500

Contractor.—James Wilson Smith, of Pictou, N.S.

Date of Contract.—April 16, 1921. Duration of Contract.—From the opening to the close of navigation (November 1), 1921.

Service and Ports of Call.—One round trip each week from Pictou, calling at New Glasgow, Lismore, McAra's Brook, Arisaig, Malignant Cove, Georgeville, Livingstone Cove, Ballantyne Cove, Morristown Wharf, Bayfield, Tracadie and Havre au Boucher. The call at Tracadie is contingent upon there being sufficient depth of water at the wharf there.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$1,500, of which \$750 is payable on August 1, and the balance upon the completion of the service.

Mails.—To be carried free.

DISTANCES

	Miles
New Glasgow to Pictou.....	9
Pictou to Lismore.....	17
Lismore to McAra's Brook.....	3
McAra's Brook to Arisaig.....	2
Arisaig to Malignant Cove....	4
Malignant Cove to Georgeville.....	4
Georgeville to Livingstone Cove.	4
Livingstone Cove to Ballantyne Cove	9
Ballantyne Cove to Morristown..	7
Total.....	57

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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Rys	47.3	12.8	6	20	20	28	Nil	30	Knots	Shippegan, Rebuilt Souris	1889 1914	Wood

This vessel is a schooner, fitted with an auxiliary gasolene engine.

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Number of Passengers carried	Tons of Freight carried	Live Stock	Mails.	Subsidy Paid
						\$ cts.
1913	42	23	472	Nil	Nil	500 00
1914	24	Nil	540	Nil	Nil	1,000 00
1915	26	Nil	660	Nil	Nil	1,000 00
1916	26	Nil	253	Nil	Nil	1,000 00
1917	26	Nil	565	Nil	Nil	1,000 00
1918	No service was performed.					
1919	20	Nil	290	Nil	Nil	1,500 00
1920	28	Nil	440	Nil	Nil	1,500 00
1921	27	In Nil Out Nil	30 500	Nil Nil	Nil Nil	1,396 55
Total.....		Nil	530	Nil	Nil	

PORT MULGRAVE, ST. PETER'S, IRISH COVE AND MARBLE MOUNTAIN

Contract No. 26.

T. & C. File 26981.

Vote 196.—Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes, steam service between—

1920-21.....	\$6,500
1921-22.....	6,500

Contractors.—The Richmond Steamship Company, of Sydney, N.S.

Date of Contract. —March 31, 1921. Duration of Contract.—From the opening to the close of navigation 1921.

Service and Ports of Call.—Two full round trips each week between Port Mulgrave, Poulamond, Grandique, River Bourgeois, St. Peter's, Johnston's Harbour, Irish Cove and Grand Narrows; and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week are to extend to West Bay.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,500 per annum, payable in July, October, December and at the close of the service.

Mails.—To be carried free.

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DISTANCES

		Miles
Gravel Narrows to	Marble Mountain...	18
	West Bay	11
	Irish Cove.....	10
	Johnston's Harbour	10
	St. Peter's	31
	Grandique	14
	McGraves	1

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	By
	Ft.	Ft.	Ft.									
Employed	112	18	8-25	105	162	75	100	21	9	Sydney.....	1901	Thorn

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock carried	Mails	Subsidy Paid
						\$ cts.
1913	224	2,480	674	35	Nil	5 720 70
1914.....	197	1,250	475	10	Nil	6 300 00
1915	288	1,360	467	15	Nil	6 500 00
1916	233	1,390	483	21	Nil	6 500 00
1917.....	214	1,680	585	18	Nil	6 500 00
1918.....	212	1,580	700	15	Nil	8 200 00
1919.....	152	970	400	0	Nil	7 375 96
1920	183	1,220	710	12	Nil	6 507 64
1921	000	In 000	000			0 000 00
		Out 000	000			
	Total...	0 000	000			

PICTOU, SOURIS AND THE MAGDALEN ISLANDS

Contract No. 12.

T. & C. File 26863.

Vote 196. — Pictou, Souris and the Magdalen Islands, steam service between

1921-22	.....	\$24,000
1922-23.....		24,000

Contractor.—Wm. C. Leslie (Magdalen Transports, Ltd.).

Date of Contract.—March 8, 1921. Duration of Contract.—From the opening of navigation, 1921, to the close of navigation, 1925.

Service and Ports of Call.—A regular semi-weekly service between Pictou, Souris and the Magdalen Islands, as follows:—

(a) First trip each week: From Pictou, calling at Souris, Etang du Nord, Amherst, Grindstone and Pointe Basse, returning to Grindstone, Amherst, Souris and Pictou.

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(b) Second trip each week: From Pictou, calling at Souris, Amherst, Grindstone, Pointe Basse and Grand Entry, returning to Pointe Basse, Grindstone, Amherst, Souris and Pictou.

(c) Four trips each year are to be made, in place of four of the regular semi-weekly trips aforesaid, from Pictou to Souris, West Point (to land Amherst mails), Etang du Nord, Bryan Island, Pointe Basse, Grindstone, Amherst, Souris and Pictou.

Subsidy.—\$24,000 per annum, payable as follows: On July 1 and October 1 in each year, \$8,000; and on the close of navigation in each year, \$8,000.

Mails.—To be carried free.

DISTANCES

	Miles
Mainland and Magdalen Island Service—	
Pictou to Souris	50
Souris to Etang du Nord	76
Etang du Nord to Amherst.....	33
Amherst to Grindstone..	9
Grindstone to Pointe Basse.....	4
Pointe Basse to Grand Entry	15
Total	187
Etang du Nord to Bryan Island	50

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed, Knots	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
R. W. Hendry	139	28	11	352	479	500	30 and 30	50	11	Gilbert's Cove, N.S.	1921	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mails		Subsidy Paid
					Loose Bags	Tied Sacks	
							\$ cts
1913	68	642	6,905	727	3,500	482	15,000 00
1914.....	61	1,380	4,812	811	2,788	921	18,000 00
1915	60	623	8,462	174	2,505	1,297	17,769 23
1916	52	1,714	6,591	26	2,267	1,239	14,000 00
1917.....	54	1,913	8,860	69	2,966	505	17,769 23
1918	43	1,379	4,932	130	3,083	1,533	18,000 00
1919	53	1,651	9,500	119	2,477	1,469	18,000 00
1920	54	1,952	5,980	169	2,544	1,066	16,934 45
1921.....	65	In 605 Out 723	1,873 4,652	Nil Nil	1,789 1,552	77 979	24,000 00
Total....		1,328	5,925	Nil	3,341	1,056	

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QUEBEC, NATASHQUAN AND HARRINGTON

Vote 198.—Quebec, Natashquan and Harrington, and other points on the North Shore of the Gulf of St. Lawrence, steam service between—

1921-22.....	\$50,000
1922-23.....	85,000

Included in contract for following service.

QUEBEC, MONTREAL AND PASPEBIAC

Vote 199.—Quebec; Montreal and Paspébiac, and ports on the South Shore of the Gulf of St. Lawrence, steam service between—

1921-22.....	\$ 30,000
1922-23.....	30,000

This and the preceding service are covered by one contract. Contract No. 81.

T. & C. File No. 26757.

Contractors.—Clarke Bros., Quebec, Que.

Date of Contract.—February 28, 1921. Duration of Contract.—From the opening of navigation in 1921 to the close of navigation in 1925.

QUEBEC, NATASHQUAN AND HARRINGTON SERVICE

Service and Ports of Call.—Three round trips each month from Quebec to Natashquan, calling each way at Godbout, Franquemont River, Trinity Bay, Egg Island, Pentecost, Clarke City, Seven Islands, Rivière aux Graines, Sheldrake, Thunder River, Magpie, St. John River, Longue Pointe, Mingan, Esquimaux Point, Piastre Bay and Natashquan, extending one trip each month to Harrington.

Subsidy.—\$50,000 per annum, payable on June 1, August 1, October 1, and at the close of navigation in each year.

Mails.—To be carried free.

DISTANCES

	Miles
Quebec to Godbout.....	224
Godbout to Franquemont.....	8
Pt. des Monts to Trinity Bay.....	6
Trinity Bay to Egg Island.....	10
Egg Island to Pentecost.....	12
Pentecost to Clarke City.....	17
Sheldrake Bay to Clarke City.....	10
Clarke City to Seven Islands.....	8
Seven Islands to Moisie.....	18
Moisie to Rivière aux Graines.....	25
Rivière aux Graines to Sheldrake.....	12
Sheldrake to Thunder River.....	5
Thunder River to Magpie.....	18
Magpie to St. John's River.....	10
St. John's River to Long Point.....	8
Long Point to Mingan.....	5
Mingan to Esquimaux Point.....	17
Esquimaux Point to Natashquan.....	77
Natashquan to Harrington.....	120
Total.....	600

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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
North Shore.	206	28½	13	480	811	500	50 and 50	122	11½	Newcastle.	1896	Steel.

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mails		Subsidy Paid
					Lock Bags	Tied Sacks	
							\$ cts.
1913	13	2,033	4,159	172	612	468	13,812 50
1914	28½	2,285	9,339	Nil	1,946	Nil	25,983 35
1915	32	3,081	4,669	Nil	2,737	Nil	28,000 00
1916	32	4,013	3,383	Nil	2,247	Nil	28,000 00
1917	14	1,114	1,711	Nil	2,146	Nil	23,666 60
1918...	25	773	3,836	47	3,622	49	28,000 00
1919	30	1,215	3,527	67	4,123	35	30,000 00
1920	28	1,959	3,657	71	4,148	Nil	30,000 00
1921	22	In 1,162 Out 1,109	271 2,677	Nil 143	484 644	287 3,207	50,000 00
Total		2,281	2,948	143	1,128	3,494	

QUEBEC AND PASPEBIAC SERVICE

Service and Ports of Call.—Two round trips each month from Quebec (or Montreal, at the contractor's option) to Paspebiac, calling each way at Cap Chat, St. Anne des Monts, Mont Louis, Grande Vallée, Chlorydomes, Fox River, Griffin Cove, Anse à Louise, Grand Grève, Douglastown, Gaspé Basin, Malbaie, Percée, Cape Cove, Grand River, Chandler, Newport and Port Daniel; and calling once each voyage, either on up or down trip, at Meehins, Marsouins, Martin River, Claude River, St. Antoine, Magdalen, Petite Vallée, Pointe Frégate, St. Yvon (Pointe Sèche), Grand Etang, Anse à Valeau and Pointe Jaune, subject to favourable weather and water conditions.

At the discretion of the minister, the contractors may be permitted to omit from time to time such calls at the above ports as may be deemed advisable, or to call alternately or otherwise at such ports as may be required by the minister, having in view the public interest, and the efficient despatch of passengers and freight.

Subsidy.—\$30,000 per annum, payable on June 1, August 1, October 1, and on the close of navigation in each year.

Mails.—To be carried free.

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DISTANCES

Montreal to Quebec.....	139
Quebec to Mechins.....	222
Mechins to Cap Chat.....	13
Cap Chat to Ste. Anne des Monts.....	9
Ste. Anne des Monts to Martin River.....	15
Martin River to Claude River.....	11
Claude River to Mont Louis.....	6½
Mont Louis to St. Antoine.....	7
St. Antoine to Lit. Madeleine.....	5
Lit. Madeleine to Cap Madeleine.....	4
Cap Madeleine to Grand Valley.....	6½
Grand Valley to Pte. Vallée.....	3½
Pte. Vallée to Pte. Frégate.....	4
Pte. Frégate to Chlorydomes.....	5½
Chlorydomes to Pte. Sèche.....	2½
Pte. Sèche to Grand Etang.....	1
Grand Etang to Anse à Valeau.....	6½
Anse a Valeau to Pte. Jaune.....	3
Pte. Jaune to Little Fox River.....	3
Little Fox River to Fox River.....	5½
Fox River to Griffin Cove.....	1
Griffin Cove to L'Anse à Louise.....	2
L'Anse à Louise to Cap Rosier.....	11
Cap Rosier to Grand Grève.....	5
Grand Grève to Douglastown.....	8
Douglastown to Gasré Basin.....	28
Gasré Basin to Mal Bay.....	6
Mal Bay to Percé.....	8
Percé to Cape Cove.....	5
Cape Cove to Grande Rivière.....	7
Grande Rivière to Chandler.....	11
Chandler to Newport.....	19
Newport to Port Daniel.....	
Port Daniel to Paspébiac.....	
Total.....	591½

DESCRIPTION OF VESSELS EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed, knots	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Labrador	125	23-9	14	174	317	200	32	61	9½	Labrador	1908	Steam
A. Tremblay	111	28	17	147	247	400	20	24	9	Mal Bay	1916	Wind

The "Labrador" performed the contract service, the "A. Tremblay" assisting as an extra freight carrier.

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TRAFFIC RETURNS

SOUTH SIDGE SERVICE

Calendar Year	No. of Round Trips run	No. of Passengers Carried	Tons of Freight Carried	Live Stock	Mail	Subsidy Paid \$ cts.
1913 (a) (Bouchard Bros. service)	13	1,510	1,378	Nil	Nil	7,366 67
1913 (b) (These two trips were made by the Gaspiésien, of the Gaspé and Baie des Chaleurs Line)	2	228	2,975	Nil	Nil	1,133 33
1914	15	1,523	3,275	Nil	Nil	8,500 00
1915	15	1,233	3,562	Nil	Nil	8,500 00
1916	31	1,224	3,921	Nil	Nil	8,500 00
1917	9	373	641	Nil	Nil	5,100 00
1918	13	166	1,646	Nil	Nil	8,500 00
1919	14	210	3,108	Nil	Nil	14,000 00
1920	13	829	3,459	Nil	Nil	20,000 00
1921	25 ¹	In 241 Out 242	1,197 2,733	Nil Nil	Nil Nil	30,000 00
Total		483	3,930	Nil	Nil	

* 11 trips were also performed by the "A. Tremblay," without subsidy.

ST. JOHN AND ST. ANDREWS, N.B.

Contract No. 41.

T. & C. File No. 27156.

Vote 203.—St. John, N.B., and St. Andrews, N.B., calling at intermediate points, steam service between—

1921-22.....	\$4,000
1922-23.....	4,000

Contractors.—The Maritime Steamship Company, Ltd., of Black's Harbour, N.B.

Date of Contract.—May 3, 1921. *Duration of Contract.*—April 1, 1921, to March 31, 1922.

Service and Ports of Call.—A regular service between St. John and St. Andrews, calling at Dipper Harbour, Black's Harbour, Back Bay, Létete, Deer Island, and St. George.

One round trip per week is to be run throughout the year, as follows:—

(a) Leave St. John for St. Andrews on Tuesday mornings, calling at Dipper Harbour, Beaver Harbour, Black's Harbour, Back Bay or Létete, Deer Island and Red Store or St. George.

(b) Returning leave St. Andrews for St. John on Thursday mornings, calling at Létete or Back Bay, Black's Harbour, Beaver Harbour and Dipper Harbour.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$4,000 per annum, payable as follows: On October 1, \$2,000 and on the completion of the service, \$2,000.

Mails.—To be carried free.

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DISTANCES

St. John to	Dipper Harbour.	Miles
"	Beaver Harbour.	19
"	Black's Harbour	26
"	Lord's Cove.....	32
"	Back Bay.	50
"	Letete.	55
"	St. George.....	58
"	St. Andrew's.....	68
		80

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Connors Bros	97	21.6	9	49	133	150	197	30	8	Shelburne, N.S.	1904	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	Number of Passengers carried	Tons of Freight carried	Live Stock	Mails		Subsidy Paid
					Lock Bags	Tied Sacks	
							\$ cts.
1913.....	47	1,091	4,656	Nil	188	Nil	4,000 00
1914.....	48	1,121	5,436	Nil	200	Nil	4,000 00
1915.....	50	1,276	5,884	Nil	200	6	4,000 00
1916.....	52	1,275	6,846	Nil	208	12	4,000 00
1917.....	52	1,289	5,719	Nil	184	22	4,000 00
1918.....	52	1,280	7,039	Nil	498	12	4,000 00
1919.....	48	1,630	9,169	Nil	418	12	4,000 00
1920.....	51	1,080	5,760	Nil	425	48	4,000 00
1921.....	52	In 416 Out 478	1,787 4,415	Nil Nil	156 156	Nil Nil	4,000 00
Total ..		894	6,202	Nil	312	Nil	

ST. JOHN AND BRIDGETOWN

Contract No. 72.

T. & C. File No. 27328.

Vote 204.—St. John and Bridgetown, steam service between—

1921-22.....	\$1,500
1922-23.....	1,500

Contractors. The Bridgetown Steamship Company, Ltd., of Bridgetown, N.S.

Date of Contract.—June 21, 1921. Duration of Contract.—From the opening to the close of navigation in 1921.

Service and Ports of Call.—Weekly : making thirty-two round trips during the season of navigation between St. John and Bridgetown, calling each way at Ray's Creek, Tupperville and Round Hill; and calling fortnightly at Clementsport.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$46.87 for each round trip, not to exceed a total of \$1,500 for the season, payable on July 1, October 1, and at close of navigation.

Mails.—To be carried free.

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DISTANCES

	Mile
Bridgetown to Upper Granville.....	5½
Granville to Tupperville.....	7½
Tupperville to Round Hill.....	7
Round Hill to St. John.....	57
Total.....	70

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Valinda	95	21.5	9.3	56	117	60	25	19	9½	Liverpool, N.S	1911	Wood

TRAFFIC RETURNS

Calendar Year	No. of Round Trips run	No. of Passengers carried	Tons of Freight carried	Live Stock	Mails	Subsidy Paid
						\$
1913.....	36	55	3,021	Nil	Nil	2,000
1914.....	35	30	3,845	Nil	Nil	2,500
1915.....	36	17	2,313	Nil	Nil	2,500
1916.....	35	29	2,554½	Nil	Nil	2,500
1917.....	36	28	2,493	Nil	Nil	2,500
1918.....	34	23	2,404	Nil	Nil	2,500
1919.....	37	12	2,964	Nil	Nil	2,500
1920.....	36	14	2,913	Nil	Nil	2,000
1921.....	33	In 13 Out 7	1,974 978	Nil Nil	Nil Nil	1,500
Total		20	2,952	Nil	Nil	

ST. JOHN AND DIGBY

Contract No. 8.

T. & C. File No. 27086.

Vote 205.—*St. John and Digby, steam service between—*

1921-22.....	\$10,000
1922-23.....	15,000

Contractors.—The Dominion Atlantic Railway Company of Kentville, N.S.
(On September 1, 1913, this line passed to the control and ownership of the Canadian Pacific Railway, Montreal, Que.)

Date of Contract.—April 27, 1921. *Duration of Contract.*—April 1, 1921, to March 31, 1922.

Service and Ports of Call.—Full round daily trips (Sundays excepted) from St. John to Digby and return to St. John.

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Connection at St. John.—On all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers, mails and perishable express goods westward bound to be transferred to the Canadian Pacific Railway afternoon train for Montreal.

In the event of any trip from Digby to St. John or the connection with the westbound trains at St. John being missed owing to stress of weather, upon satisfactory evidence thereof being furnished to the minister, he may direct that no deductions be made from the subsidy.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$10,000, payable quarterly, in July, October, January and April.

Mails.—To be carried free. If during the continuance of this contract other trips are made than as above stated, all mails tendered shall be carried without additional remuneration.

Distance.—St. John to Digby, 47 miles.

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N.H.P.	Speed,	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Empress	235	44	28	612	1,541	500	450	365	16½	New Glasgow Type	1906	Steel

TRAFFIC RETURNS

Calendar year	No. of round trips run	Number of passengers carried	Tons of freight carried	Live Stock	Mails		Subsidy
					Bags	Sacks	paid
							\$
1913.....	320	29,781	29,507	455	6,049	15,213	19,613 73
1914.....	377	20,957	23,810	1,155	3,443	25,427	19,805 19
1915.....	312	25,795	22,367	617	3,438	25,186	20,000 00
1916.....	315	31,109	32,893	569	3,421	26,213	20,000 00
1917.....	305	27,532	34,772	801	3,344	27,022	19,423 08
1918.....	304	28,058	29,686	885	3,344	21,600	20,000 00
1919.....	303½	26,337	25,016	955	3,341	25,516	20,000 00
1920.....	299	36,569	22,271	788	3,269	21,040	12,083 73
1921.....	301	In 17,909 Out 15,828	3,485 15,596	77 185	2,408 903	8,070 9,670	9,647 83
Total		33,737	19,081	262	3,311	17,740	

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ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE

Contract No. 37.

T. & C. File 27015.

Vote 206.—St. John, Digby, Annapolis and Granville, steam service between, viz.: along the west coast of the Annapolis basin—

1921-22.....	\$2,000
1922-23.....	2,000

Contractors.—The Valley Steamship Co., Ltd., of Granville Ferry, N.S.

Date of Contract.—April 12, 1921. *Duration of Contract.*—April 1, 1921, to March 31, 1922.

Service and Ports of Call.—A weekly service between St. John, N.B., Annapolis Royal and Granville Ferry, N.S., calling on all trips both ways at Victoria Beach and Littlewoods Wharf (opposite Goat Island), and when tide and weather will permit continuing such trips to Granville Centre, with the privilege on the part of the contractors of further extending the route to Bridgetown, N.S.

During the winter months, in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

Repairs.—The contractors have the right at any time to withdraw the steamer for a period of two weeks, and also in addition thereto for a period not exceeding 14 days, for the purpose of inspection or repairs, and may also replace it with another steamer subject to the approval of the minister.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

Subsidy.—\$2,000 per annum, payable quarterly in July, October, January and April.

DISTANCES

	Miles
St. John to Annapolis.....	62
St. John to Victoria Beach.....	45
Victoria Beach to Port Wade.....	5
Port Wade to Granville Ferry.....	12
Granville Ferry to Granville Centre.....	4
Granville Centre to Annapolis.....	4
Granville Ferry to Annapolis.....	$\frac{1}{2}$
Distance between terminal points via way ports.....	70

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Granville	112	22	9	49	139	100	38	24	9	Shelburne	1909	Wood

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TRAFFIC RETURNS

Calendar year	No. of round trips run	No. of passengers carried	Tons Freight	Live stock	Mail	Subsidy paid
						\$ cts.
1913.....	51	57	2,788	Nil	Nil	1,500 00
1914.....	52	69	3,024	Nil	Nil	1,875 00
1915.....	50	39	3,079	Nil	Nil	1,961 55
1916	50	77	4,069	Nil	Nil	2,000 00
1917.....	45	78	3,299	Nil	Nil	1,875 00
1918.....	44	74	3,976	Nil	Nil	2,000 00
1919.....	52	51	3,807	Nil	Nil	2,000 00
1920	52	95	3,197	Nil	Nil	2,000 00
1921.....	50	In 26 Out 56	3,316 676	Nil Nil	Nil Nil	2,000 00
Total		82	3,992	Nil	Nil	

ST. JOHN AND PORTS ON THE BAY OF FUNDY AND MINAS BASIN

Contract No. 71A.

T. & C. File 27216.

Vote 207.—*St. John, N.B., and ports on the Bay of Fundy and Minas Basin, steam service between—*

1921–22.....	\$8,000
1922–23.....	8,000

Two contracts are entered into under this vote:—(a) St. John Steamship Co., (b) Bay of Fundy and Minas Basin S.S.Co.

(a) ST. JOHN STEAMSHIP CO.

Contractors.—The St. John Steamship Co., Ltd., of St. John, N.B.

Date of Contract.—May 17, 1921. Duration of Contract.—From the opening to the closing of navigation, 1921.

Service and Ports of Call—

- (a) A regular service every two weeks between St. John, N.B., and Windsor, N.S., calling each way at Canning, Wolfville, and Cheverie.
- (b) A regular service every two weeks, alternating with the service specified in section (a) aforesaid, between St. John, N.B., and Maitland, N.S., calling at Spencer's Island, Parrsboro', Noel and Bass River.
- (c) The minimum number of trips to be made during the season of navigation shall be 28.

Subsidy.—\$5,000 per annum, payable in equal instalments on August 1, October 1, and at the close of navigation.

Mails.—To be carried free.

DISTANCES

	Miles
St. John to Spencer's Island.....	62
Spencer's Island to Parrsboro.....	24
Parrsboro' to Bass River.....	26
Bass River to Maitland.....	1
Maitland to Noel.....	13
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St. John to Spencer's Island.....	62
Spencer's Island to Canning.....	24
Canning to Wolfville.....	26
Wolfville to Cheverie.....	1
Cheverie to Windsor.....	13
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DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Glenholme.	102.5	30.5	9.7	125	233		7	24	8½	Yarmouth, N.S.	1919	Wood

TRAFFIC RETURNS

Calendar Year	No. of round trips run	No. of passengers carried		Tons of freight carried	Live stock	Mail	Subsidy paid	
							\$	cts
1919.....	15		36	3,125	Nil	Nil	3,500	00
1920.....	21		32	2,550	Nil	Nil	3,749	97
1921.....	27	In	23	465	Nil	Nil	3,455	61
		Out	24	2,560	Nil	Nil		
Total.....			47	3,025	Nil	Nil		

(b) BAY OF FUNDY AND MINAS BASIN STEAMSHIP CO., LTD.

Contract No. 71.

T. & C. File No. 27304.

Contractors.—The Bay of Fundy and Minas Basin Steamship Co., Ltd., of Margareville, N.S.

Date of Contract.—June 23, 1921. *Duration of Contract.*—From the opening to the closing of navigation in 1921.

Service and Ports of Call.—A regular weekly service between St. John, N.B., and Margareville, N.S., calling each way at Hampton, Port Lorne, Port George, Harbourville and Morden, and calling every two weeks at Scott's Bay and Port Williams. Not less than 34 round trips shall be made during the season of navigation.

Subsidy.—\$3,000 per annum, payable in four equal instalments, on July 1, September 1, November 1, and at the close of navigation.

Mails.—To be carried free.

DISTANCES

	Miles.
St. John to Hampton.....	40
Hampton to Port Lorne.....	5
Port Lorne to Port George.....	7
Port George to Margareville.....	6
Margareville to Morden.....	6
Morden to Harbourville.....	7
Harbourville to Hall's Harbour.....	12
Hall's Harbour to Scott's Bay.....	12
Scott's Bay to Port Williams.....	30
Total.....	125

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	H.P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Displacement				At	In	On
	Ft	Ft	Ft						Knots			
Ruby I	93	26	8	51	115	100	26	10	9	Marine	1921	Wood
Ruby L. II...	137	23	9	117	208	150	28	24	9	Marine	1921	Wood

TRAFFIC RETURNS

Calendar Year	No. of round trips run	No. of passengers carried	Tons of freight carried	Pass stock	Bags mail	Subsidy per trip
						\$ cts.
1913.....	100	604	8,560	Nil	Nil	7,812 50
1914.....	100	466	8,874	Nil	Nil	7,547 17
1915.....	95	190	6,500	Nil	Nil	5,914 83
1916.....	93	261	7,305	Nil	Nil	6,122 52
1917.....	83	121	6,618	Nil	Nil	4,919 88
1918.....	27	52	2,440	Nil	Nil	2,240 01
1919.....	37	90	3,090	Nil	Nil	3,090 00
1920.....	No contract.					
1921.....	31	In 25 Out 21	2,470 1,020	Nil Nil	Nil Nil	2,268 75
Total		4	3,490	Nil	Nil	

ST. JOHN, WESTPORT AND YARMOUTH AND OTHER WAY PORTS

Contract No. 42A.

T. & C. File No. 26984.

Vote 208.—*St. John, Westport and Yarmouth and other way ports, steam service between—*

1921-22.....	\$10,000
1922-23.....	10,000

Contractors.—Hugh Cann & Son, Ltd., of Yarmouth, N.S.

Date of Contract.—April 6, 1921. Duration of Contract.—April 1, 1921, to March 31, 1922.

Service and Ports of Call.—Seventy round trips are to be made during the period covered by the contract, between St. John, Westport and Yarmouth, calling on each trip both ways at Freeport and Tiverton, unless ice prevents.

Four round trips are to be made in each of the months of April, November, December, January, February and March; 6 round trips in the month of May; and 8 round trips in each of the months of June, July, August, September and October.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$10,000, payable as follows: \$142.86 for each round trip performed, to be paid at the close of June, September, December and March.

Mails.—To be carried free.

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DISTANCES

	Miles.
St. John to Tiverton..	51
Tiverton to Freeport....	11
Freeport to Westport ..	1
Westport to Yarmouth..	33
Total.....	96

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Keith Cann...	Ft 120-0	Ft 25-8	Ft 11-8	170	299	350	28	53	Knots 11½	Shelburne, N.S.	1917	Wood

TRAFFIC RETURNS

Calendar Year	No. of round trips run	No. of passengers carried	Tons of freight carried	Live stock	Bags mail	Subsidy paid
						\$ cts.
1913	86	408	1,808	Nil	Nil	2,100 00
1914	81	959	4,497	Nil	Nil	5,871 18
1915	79	1,192	5,684	Nil	Nil	6,000 00
1916	79	1,258	5,723	Nil	Nil	6,000 00
1917	78	1,290	6,598	Nil	Nil	5,999 70
1918	75	1,293	11,820	Nil	Nil	9,943 05
1919	78	2,116	11,096	Nil	Nil	10,000 00
1920	76	2,150	9,443	Nil	Nil	10,000 00
1921	76	In 905 Out 844	2,093	Nil	Nil	10,000 00
	Total	1,749	9,123	Nil	Nil	

SYDNEY AND BAY ST. LAWRENCE

Contract No. 33.

T. & C. File No. 26949.

Vote 210.—Sydney and Bay St. Lawrence, calling at way ports, steam service between—

1921-22.....	\$9,000
1922-23.....	9,000

Contractors.—The North Shore Steamship Company, Limited, of Sydney, N.S.

Date of Contract.—March 17, 1921. *Duration of Contract.*—From the opening to the close of navigation in the year 1921.

Services and Ports of Call.—From the opening of navigation until June 15, and from October 15 until the close of navigation, one full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling at North Sydney, Ingonish, Neil's Harbour and Dingwall; returning calling at Neil's Harbour, Ingonish and North Sydney.

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From June 15 to October 15 two full round trips each week between Sydney and Ste. Anne's Bay, with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence, with calls on the outward trip at Dingwall and Cape North. The Friday trip to Ingonish and Neil's Harbour is to be extended to Dingwall during July and August.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$9,000, payable in instalments in June, August and October, and on the close of navigation.

Mails.—To be carried free.

DISTANCES

Sydney to North Sydney	Miles
" Breton Cove	17
" Englishtown.....	39
" North River	4
" Ingonish	35
" Neil's Harbour	47
" Aspy Bay.....	60
" Cape North	70
" Bay St. Lawrence	87

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	Speed	Built	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	By
	Feet	Feet	Feet					Knots				
Aspy	11	27	8 1/2	99	215	250	12	42	1919	St. John's, N.S.	1919	Wood

TRAFFIC RETURNS

Calendar year	No. of round trips run	No. of passengers carried	Tons of freight carried	Live stock	Mails	Subsidy paid
						\$ cts.
1913.....	122	2,000	600	45	Nil	6,000
1914.....	110	1,715	800	45	Nil	6,000
1915.....	112	1,360	705	40	Nil	6,000
1916.....	110	1,510	805	45	Nil	6,000
1917.....	114	1,515	1,120	45	Nil	6,120
1918.....	113	1,680	1,260	70	Nil	6,000
1919.....	112	1,860	1,640	70	Nil	6,000
1920.....	116	1,900	1,905	40	Nil	6,000
1921.....	111	In 600	850	40	Nil	6,000
		Out 725	900	Nil	Nil	6,000
Total		1,325	1,275	40	Nil	

SESSIONAL PAPER No. 10a

SYDNEY AND WHYCOCOMAGH

Contract No. 34.

T. & C. File No. 27187.

Vote 211.—Sydney and Whycocomagh, steam service between—

1921-22.....	\$4,000
1922-23.....	7,000

Contractors.—The Bras d'Or Steamboat Company, Limited, of North Sydney, N.S.

Date of Contract.—May 11, 1921. *Duration of Contract.*—From the opening to the close of navigation in 1921.

Service and Ports of Call.—From the opening of navigation to June 30, and from October 18 to close of navigation, two full round trips each week; and from June 30 to September 30, three full round trips each week, between Sydney and Whycocomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boularderie, Ross Ferry, Big Harbour, Kempt Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

It is agreed that if, upon due and proper investigation, the Minister should deem it advisable that three round trips a week should be performed after September 30, the contractors will perform the said three round trips each week, until otherwise instructed by the Minister.

It is further agreed that from October 15 to the close of navigation one call each week shall be made at Iona.

Subsidy.—\$4,000, payable at the rate of \$50 per trip for each round trip performed up to maximum of 80 round trips.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

DISTANCES

	Miles.
Sydney to North Sydney.....	5
North Sydney to Big Bras d'Or.....	20
Big Bras d'Or to New Campbellton....	2
New Campbellton to Boularderie Centre	7
Boularderie Centre to Ross Ferry..	7
Ross Ferry to Big Harbour.....	2
Big Harbour to Kempt Head.....	6
Kempt Head to Baddeck.....	5
Baddeck to Washabuck.....	5
Washabuck to Nyanza.....	6
Nyanza to Little Narrows.....	10
Little Narrows to Whycocomagh.....	7
Total.....	82

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Marion	Ft 150	Ft 26.5	Ft 8	200	478	100	400	49	Knots 12	New York, U.S.A.	1876	Wood

TRAFFIC RETURNS

Calendar year	No. of round trips run	No. of passengers carried	Tons of freight carried	Live stock	Mails	Subsidy paid
1913	80	6,404	1,607	1,343	Nil	\$ cts. 0 00 00
1914	78	5,879	1,554	5,458	Nil	0 00 00
1915	80	5,773	1,556	4,081	Nil	0 00 00
1916	81	6,655	1,794	1,651	Nil	0 00 00
1917	79	6,399	2,029	2,674	Nil	0 00 00
1918	79	4,756	2,319	2,848	Nil	0 00 00
1919	81	6,976	1,042	2,621	Nil	4,000 00
1920	82	5,073	2,542	2,568	Nil	4,000 00
1921	80	In 2,175 Out 2,015	1,382 1,677	1,706 186	Nil Nil	4,000 00
Total		4,190	2,059	1,892	Nil	

SYDNEY, BRAS D'OR LAKES, AND CAPE BRETON PORTS

Contract No. 77.

T. & C. File 26948.

Vote 212.—*Sydney and Bras d'Or Lake Ports, and Ports on the East and West Coasts of Cape Breton, steam service between—*

1921-22	\$14,000
1922-23	14,000

Contractors.—The Coastal Steamship Company, Ltd., of Sydney, N.S.

Date of Contract.—March 17, 1921. Duration of Contract.—From the opening to the close of navigation, 1921.

Service and Ports of Call.—Weekly, from Sydney to North Sydney, Baddeck, Grand Narrows, East Bay, Big Pond, Irish Cove, Johnston's Harbour, Marble Mountain, St. Peter's, Grandique, Poulamond, L'Ardoise, Arichat, Mulgrave, Hawkesbury, Hastings, Port Hood, Margaree, Grand Etang and Cheticamp, returning to Sydney and proceeding thence to Gabarous, calling at Port Morien, Main-à-dieu and Louisburg.

(a) If it be found impossible for the *Bras d'Or* to make weekly calls at Port Morien, Main-à-dieu, Louisburg and Gabarous, a reduced service to the said ports may be performed. The contractors, however, shall use their best endeavours to perform a weekly service to the said ports, if time permits.

Subsidy.—\$14,000 per annum, payable in instalments on July 1, October 1, and at the close of navigation.

Mails.—To be carried free.

SESSIONAL PAPER No. 10a

DISTANCES

	Miles.
Sydney to North Sydney.....	5
North Sydney to Baddeck.....	55
Baddeck to Grand Narrows.....	20
Grand Narrows to East Bay.....	25
East Bay to Big Pond.....	7
Big Pond to Irish Cove.....	8
Irish Cove to Johnston's Harbour.....	10
Johnston's Harbour to Marble Mountain..	16
Marble Mountain to St. Peter's.....	20
St. Peter's to Grandique.....	12
Grandique to Poulamond.....	3
Poulamond to L'Ardoise.....	10
L'Ardoise to Arichat.....	18
Arichat to Mulgrave.....	20
Mulgrave to Hawkesbury.....	2
Hawkesbury to Hastings.....	3
Hastings to Port Hood.....	25
Port Hood to Margaree.....	40
Margaree to Grand Etang.....	8
Grand Etang to Cheticamp.....	9
	316
Sydney to Port Morien.....	32
Port Morien to Main-à-dieu.....	14
Main-à-dieu to Louisburg.....	15
Louisburg to Gabarous.....	13
	74 390

DESCRIPTION OF VESSEL EMPLOYED

Name	Dimensions			Tonnage			Passenger Accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Pras d'Or	Ft 128	Ft 28	Ft 9	136	371	400	250	71	Knots 13	Mahone Bay, N.S.	1919	Wood

TRAFFIC RETURNS

Calendar Year	No. of round trips run	No. of passengers carried	Tons of freight carried		Live stock	Mails		Subsidy paid
			Weight	Measure-ment		Lock bags	Tied sacks	
1919.....	36	45	1,825	Nil	Nil	Nil	Nil	\$ cts. 8,420 64
1920.....	35	1,060	3,400	Nil	Nil	Nil	Nil	14,000 00
1921.....	34}	In 465	423	Nil	175	Nil	Nil	14,000 00
		Out 460	1,935	Nil	50	Nil	Nil	
Total ..		925	2,358	Nil	225	Nil	Nil	

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SUPERVISION OF SUBSIDIZED STEAMSHIP SERVICES

Vote 213.—Expenses in connection with the supervision of Subsidized Steamship Services—

1921-22.....	\$4,000
1922-23.....	4,000

By Order in Council of April 10, 1912, Mr. W. E. Tupper, of Digby, N.S. was appointed Supervising Officer of Subsidized Steamship Services. His salary is \$2,760 per annum, and he is allowed the usual travelling and other contingent expenses. The title of this position has been changed to "Inspector of Subsidized Steamships."

In December, 1916, Mr. Tupper enlisted for active service overseas. He returned to Canada in 1918, and resumed his position as supervising officer on January 1, 1919.

The Inspector's Annual Report is as follows:—

DIGBY, N.S., January 21, 1922.

F. C. T. O'HARA, Esq.,

Deputy Minister, Trade and Commerce,

Ottawa.

DEAR SIR,—I beg to submit my report on Subsidized Steamship Services for the year ending December 31, 1921.

During the season twenty-seven services were inspected.

The steamers performing the various services were, with few exceptions, found adequate to requirements both in respect to passenger accommodation and cargo capacity; food and service was of satisfactory quality, and the ships' officers displayed conscientiousness in the discharge of their duties. I am pleased to report that, except in one or two cases, ports of call appeared to be receiving a regular service, the few complaints in regard to irregularity being in connection with services the nature of which do not admit of unfailing regularity on all trips and in all weather. Very few complaints regarding shortage in freight were received.

Among the few changes, noted hereunder, in respect to the steamers performing the various services, there is one which deserves particular mention. I allude to the:—

Pictou, Souris and Magdalen Island Service.—In my annual report for the year 1920 I had occasion to refer to the unsatisfactory conditions which obtained on this service during the previous three years, conditions which, although attributable to a great extent, to the war, nevertheless caused this department considerable trouble and embarrassment. Early last spring a contract was entered into with the Magdalen Transports, Ltd., of Pictou, N.S., for a service to be performed by ss. *R. W. Hendry*. This steamer not only commenced her service early in May and performed regular trips, without a break, until the fourth week in December, but proved a most suitable boat, her large carrying capacity, a primary consideration on this route, enabling her to clean up all Pictou and Souris freight which had reached those ports for shipment to the Islands previous to December 21. In fact, the steamer succeeded in making an extra trip between Souris and the Islands on or about December 25.

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Canada and Newfoundland.—Although the Reid Newfoundland Company continued to perform the service, no contract was entered into for 1920. This year, however, the contract was renewed, the service being very satisfactorily performed by the ss. *Kyle*.

Halifax, Canso and Guysboro.—Last August, at Drumhead, N.S., the ss. *Scotia*, which for fourteen years had performed a most satisfactory service, caught fire and was totally destroyed. The contractors, after chartering the ss. *Scotsburn* to carry on the service, immediately took steps to procure a new steamer. After many steamers had been considered, the one finally chosen was the ss. *Ellinis*, laid up at Sunderland, England. This boat, rechristened the *Chedabucto*, recently arrived in Halifax. She has been found, on inspection, to be a most suitable steamer for the route.

Charlottetown and Pictou.—Last season a contract was signed with the Pictou-Charlottetown Steamship Co. for a daily service (except Sundays) between Pictou, N.S., and Charlottetown, P.E.I. until the first day of October, after which three round trips a week were to be performed. The contractors placed the ss. *Constance*, a steamer which had previously been in the Fishery Patrol service, on the route. Between the months of June and September, inclusive, a very regular and satisfactory service was performed. Rather unfortunately, however, the steamer was withdrawn from the route on November 4.

Mulgrave, Arichat and Petit de Grat.—When the contract for this service expired on March 31, 1921, the contractors failed to renew it. A call for tenders was issued and the contract was awarded to the Arichat Steamship Co., of West LaHave, N.S., which placed the ss. *Arichat*, a converted C.D., on the route. Excellent passenger accommodations were installed and the *Arichat* has proved a most suitable steamer.

Quebec, Natashquan and Harrington.—It is an unfortunate fact that between the years 1911 and 1920, inclusive, this service was performed by steamers which proved more or less unsuitable for the route. In 1921 a five-year contract was entered into with Messrs. Clarke Bros., of Quebec, who placed the ss. *North Shore* on the route. The *North Shore*, possessed of ample carrying capacity and excellent passenger accommodation, has proved a most excellent and adaptable steamer. Last June, the *North Shore* while lying at her wharf at Quebec, caught fire, resulting in the total destruction of all her deckhouses and practically all her passenger accommodations. She was withdrawn for repairs, the service being very satisfactorily carried on by the C.G.S. *Aranmore*. The *North Shore* resumed service in October.

Quebec, Montreal and Paspébiac.—Owing, in a great measure, to conditions produced by the war, this service has not been satisfactorily performed since the ss. *Lady of Gaspé* was wrecked, in October, 1915. In 1921 a contract was entered into with Messrs. Clarke Bros., of Quebec, for the performance of a service with a steamer possessing certain specific requirements. The contractors found it impossible to procure a suitable boat, with the result that this department was compelled to sanction the employment of the converted trawler *Labrador*, a most unsuitable steamer, both in respect to carrying capacity and passenger accommodation. The performance of the service with a steamer of this class resulted in the absorption of a large share of the coast trade by independent steamships companies.

St. John and Bridgetown.—Last November the steamer performing this service collided with one of the piers of the Annapolis and Granville bridge, sustaining such severe damage that it was necessary to beach her. The contractors chartered the ss. *Bay Queen*, which finished out the season.

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Sydney and Whycomagh.—The closing months of last year marked the passing of the ss. *Marion*. Built in 1876, at New York, and possessing passenger accommodations which, at that period, were considered luxurious, she was later purchased by a Cape Breton steamship company and performed for a few years a service between Sydney, the Bras d'Or Lakes, and Mulgrave, N.S. In 1905, she replaced the ss. *Elaine* on the Sydney and Whycomagh route. Notwithstanding however, the solid timbers and expert workmanship which entered into the construction of wooden boats half a century ago, the *Marion* had lately been showing unmistakable signs that her period of usefulness was passing, and now, after faithfully and satisfactorily performing this service for sixteen years has been permanently withdrawn.

In briefly reviewing trade conditions, in so far as they affect local services, it might be stated that the history of two-thirds of our services may be covered by the one word—fish. It is a fact, perhaps not generally known, that nineteen of the thirty Atlantic coastal services subsidized by this department depend practically exclusively upon the fishermen for an existence, or to express it differently, nineteen services practically owe their existence to the fishermen. This statement would lose its element of surprise were the reader to procure a map of the Maritime Provinces and trace the routes followed by the various coastal steamers. It would be observed that the routes of nineteen steamers practically exclusively embrace ports, the inhabitants of which are engaged, directly or indirectly, in the fishing industry. A successful year for the fishermen assures profits for the companies operating these services in that fishermen and fish dealers export heavy shipments of their product and outport merchants increase their stocks. An increase in passenger traffic is also assured. Although the financial statements for the year 1921 have not yet been submitted, it is safe to assume that the very unsatisfactory conditions existing in the fishing industry throughout Eastern Canada during the greater part of last season will be reflected in the financial statements of a majority of the companies. Referring to conditions in Eastern Canada for the year 1921, Mr. Ward Fisher, Chief Inspector Eastern Fisheries Division, in an interesting article, appearing in a recent issue of the *Halifax Herald*, has the following to say:

“The past year was, without doubt, the most unusual and trying season experienced in the Canadian Atlantic fisheries for the past twenty years. Production was greatly curtailed, particularly during the first eight months, due largely to the low prices prevailing for catches. In many districts operations were almost wholly suspended, and the fishermen, whenever possible, engaged in other occupations.”

There has been very little movement in pulpwood during the past year. Values fell rapidly, due to European competition, and the mills found themselves stocked up with pulpwood at high prices upon which they realized a sharp loss. These conditions resulted in either the closing down of the mills or curtailment of operations, the effects of which will be felt by those steamship companies which operate services on coasts where this industry is prosecuted.

The revenue of operating companies, with one or two exceptions, is very slightly affected by agricultural conditions, the quantity of produce carried being comparatively negligible.

Four of our steamers perform services between St. John, N.B., and ports within the apple belt in Nova Scotia. The large yield of apples in the Annapolis valley in 1921 assured these steamers full freights to St. John during the autumn months.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

W. E. TUPPER,

Inspector Subsidized Steamships

SESSIONAL PAPER No. 10a

SOME CLAUSES COMMON TO ALL CONTRACTS

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

Proof of Performance of Service to be Furnished

The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and list of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers and the full performance on their part of services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors, he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

Financial Statements

It is further understood and agreed that the contractors, whenever so required, shall furnish the minister with such financial statement or statements as he may desire from time to time respecting all revenues derived from and all expenditures in connection with the conduct of the service herein provided for.

British Subjects

It is further understood and agreed by the contractors, that two-thirds of the total number of officers, engineers, stewards, crew or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the minister in writing.

Equipment of Steamers

The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the route specified; and shall at all times carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

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Carriage of Mails

The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destination at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required, over or beyond the amount of subsidy herein mentioned or provided for.

Accommodation for Mails

The said steamer shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractor shall further take all reasonable and necessary precautions for the protection of such mails, while upon the said steamers or while in the contractor's charge or custody, from loss, damage or injury, in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

Definition of the term "Mails"

The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post-cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the post offices.

No Letters except H. M. Mails to be Carried

The contractors shall not, nor shall any of their agents or servants, or officers or crews of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada for the time being.

Government Officials to be carried Free of Charge

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being or any inspector or officer of the Post Office Department or the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.

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Proper Accounts to be Kept

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

Substitute for Disabled Steamers

It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished

The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

Deductions from Subsidy—Time-tables to be furnished—Docking Disabled Steamers

Provided however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within of

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the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of this subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for, nor payment of any subsidy in respect of any voyage not actually performed.

Publicity of Tariff Charges

The freight and passenger rates charged by the contractors over said route may at any time be required to be approved of by the Minister, whose decision shall be final, and the said freight and passenger rates shall be made available at all times to the public at the head office and the agencies of the contractors.

Calls at Foreign Ports

The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

Carrying of nitro-glycerine or dangerous articles

The contractors shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the Minister shall be considered dangerous.

Subsidy subject to Vote of Canadian Parliament

It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

Minister's Right to Terminate Contract

It is declared to be the true intent and meaning of these presents, that the Minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the Minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the Minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

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Assignment of Contract

This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the Minister to such assignment having been first obtained.

Canadian Members of Parliament not Admitted to Share in Contract

It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Changes in Contract

The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

Minister to be final judge as to full carrying out of contract

The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

Towing

No towing shall be undertaken by the vessel performing the service specified in this contract, if such towing might interfere in any way with the regular performance of said service, except for the purpose of saving life or assisting vessels in distress, or performing other work of great importance, without the permission of the minister first having been obtained.

Transportation of Trade Commissioners

(Inserted in contracts for ocean services)

The Canadian Trade Commissioners and their wives, children and servants, or Canadian Commercial Agents, shall be granted free transportation, meals included, with first-class accommodation and free transportation for their household effects, upon any steamships employed by the contractors in the performance of the contract when requested so to do by the Minister, and when the said Commissioner or Commercial Agent is travelling upon his official duties or being transferred from one official post to another.

Calls at Government Wharves

(Inserted in contracts for local services)

In consideration of the subsidy herein stipulated the contractors agree to call at all Government wharves when such is practicable and when such wharves are available.

Handling of perishable products

(Inserted in contracts for Atlantic ocean services)

The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

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